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| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|--|---|--------------------------------|--|
| | | In millions of 2001 dollars | |
| REGION | | | |
| 21013 | Rehabilitation of Bay Area state-owned toll bridges | \$475.0 | |
| 21015 | Seismic retrofit of Bay Area state-owned toll bridges | \$4,600.0 | |
| DIABLO | | | |
| 94541 | New Benicia-Martinez Bridge: construct new bridge span east of existing span (four mixed-flow lanes and one slow-vehicle lane). Includes new toll plaza and upgrades to I-680/I-780 interchange and I-680/Marina Vista Road interchange, and reconstruction of the existing bridge for 4 mixed-flow lanes and bicycle and pedestrian lane | \$586.0 | Regional Measure 1 Toll Bridge Program |
| EASTSHORE-NORTH | | | |
| 94540 | Carquinez Bridge Replacement: construct new suspension bridge west of existing bridges (four westbound lanes, including an HOV lane, plus new bicycle/pedestrian pathway) and modify Crockett interchange | \$479.8 | Regional Measure 1 Toll Bridge Program |
| GOLDEN GATE | | | |
| 21012 | Golden Gate Bridge seismic retrofit (completes Phases 1 through 3) | \$302.5 | |
| 21320 | Golden Gate Bridge Moveable Median Barrier | \$8.0 | |
| TRANSBAY: BAY BRIDGE | | | |
| 21778 | San Francisco-Oakland Bay Bridge: seismic retrofit of the west span and west approach | \$700.0 | |
| 21879 | San Francisco-Oakland Bay Bridge: east span seismic safety project | \$2,600.0 | |
| TRANSBAY: RICHMOND-SAN RAFAEL BRIDGE | | | |
| 21014 | Richmond-San Rafael Bridge rehabilitation deck replacement | \$53.4 | Regional Measure 1 Toll Bridge Program |
| TRANSBAY: SAN MATEO-HAYWARD AND DUMBARTON BRIDGES | | | |
| 21601 | Dumbarton Bridge: widen Bayfront Expressway (Route 84) from Dumbarton Bridge to US 101/Marsh Road interchange | \$33.8 | Regional Measure 1 Toll Bridge Program |
| 94514 | I-880/Route 92 interchange improvements in Hayward | \$134.2 | Regional Measure 1 Toll Bridge Program |
| 94657 | Widen San Mateo-Hayward Bridge: widen low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders (under construction), extend existing westbound HOV lane one mile west along eastern approach from I-880 (under construction), construct new pedestrian/bicycle overcrossing | \$204.0 | Regional Measure 1 Toll Bridge Program. Western approach from US 101 was widened from four to six lanes to match high-rise section of bridge in 1996. Current project completes widening work. |

| RTP REFERENCE NUMBER | TRACK 1 PROJECT/PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|-----------------------------|---|---------------------------|----------------------------------|-------------------------------|-------|
| In millions of 2001 dollars | | | | | |
| BAY AREA REGION | | | | | |
| 21001 | Freeway Operations Strategies/Transportation Operations Systems (TOS) | \$45.5 | \$0.0 | \$45.5 | |
| 21002 | Freeway Service Patrol/Freeway Call Boxes | \$39.6 | \$0.0 | \$39.6 | |
| 21003 | Traffic Engineering Technical Assistance Program (TETAP)/Arterial Signal Re-Timing | \$31.9 | \$0.0 | \$31.9 | |
| 21004 | Pavement Management Technical Assistance Program (PTAP) | \$15.4 | \$0.0 | \$15.4 | |
| 21005 | TransLink® | \$138.8 | \$0.0 | \$138.8 | |
| 21006 | Regional transit database, trip planning, and marketing | \$19.2 | \$0.0 | \$19.2 | |
| 21007 | Rideshare Program ³ | \$75.7 | \$0.0 | \$75.7 | |
| 21008 | TravInfo® | \$126.0 | \$0.0 | \$126.0 | |
| 21009 | Spare the Air Campaign | \$25.0 | \$0.0 | \$25.0 | |
| 21010 | Performance monitoring | \$2.8 | \$0.0 | \$2.8 | |
| 21011 | Transportation for Livable Communities/Housing Incentive Program - Regional Program | \$337.5 | \$0.0 | \$337.5 | |

* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.

² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

³ As an exception to MTC's policy to allocate CMAQ funds for the Regional Rideshare Program beginning in FY 2003-04, Contra Costa County will use TFCA program manager funds for its population-based share of the program (15% annually, or approximately \$11 million over 25 years). If Contra Costa County does not approve its population share of TFCA program manager funds for this purpose, its share of program funding will revert to CMAQ.

ALAMEDA COUNTY PROJECTS—COMMITTED FUNDING

Attachment A

| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|----------------------------|---|--------------------------------|---|
| | | In millions of 2001 dollars | |
| ALAMEDA COUNTY-WIDE | | | |
| 94522 | Local streets and roads pavement maintenance (committed revenues shown) | \$574.9 | Shortfall remains (see Track 1) |
| 21854 | Non-pavement maintenance (sidewalks, lighting, drainage, landscaping, etc.) (committed revenues shown) | \$709.1 | Shortfall remains |
| 21863 | Local bridge maintenance (committed revenues shown) | \$59.8 | Shortfall remains |
| 94525 | BART (Alameda County share) – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART to SFO extension) | \$5,458.7 | Federal, state and local (including transit fares) funds available directly to operator; capital shortfall remains (see Track 1) |
| 94526 | AC Transit (Alameda County share) – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion) | \$4,806.0 | Federal, state and local (including transit fares) funds available directly to operator; capital and operating shortfalls remain (see Track 1) |
| 94527 | Livermore Amador Valley Transit Authority (LAVTA) – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion) | \$292.2 | Federal, state and local (including transit fares) funds available directly to operator |
| 94528 | Union City Transit – transit operating and capital improvement program (including replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion) | \$87.5 | Federal, state and local (including transit fares) funds available directly to operator |
| 21461 | Local transportation improvements (includes streets and roads, transit, bicycle and pedestrian, and other improvements) | \$368.7 | 2000 Measure B sales tax project |
| 21464 | Paratransit for AC Transit, BART, non-mandated city programs, service gap coordination | \$172.4 | 2000 Measure B sales tax project |
| 21465 | Transit enhancements funded by transit center development funds | \$2.1 | 2000 Measure B sales tax project |
| 21468 | Transit operations – AC Transit, Welfare to Work, Alameda ferries, Altamont Commuter Express (ACE), Union City Transit, Livermore Amador Valley Transit Authority, and countywide express bus | \$361.8 | 2000 Measure B sales tax project |
| 21992 | AC Transit bus corridor improvements | \$20.0 | 2000 Measure B sales tax project |
| 98628 | BART Advanced Automatic Train Control System (county share) | \$24.2 | |
| 94027 | Bicycle and pedestrian projects | \$160.5 | Funds are from Transportation Development Act (TDA) Article 3, Bicycle Transportation Account, local TEA-21 Enhancement funds, and local sales tax funds |
| EASTSHORE – NORTH | | | |
| 21479 | Extend Horton Street between 53rd Street and Haruff (under Powell Street Bridge) in Emeryville | \$2.0 | 100% locally funded |
| 94008 | I-80 bicycle and pedestrian overcrossing in Berkeley | \$6.5 | |
| 94021 | Extend Mandela Parkway in Oakland; completes freeway congestion reliever route | \$7.3 | Four-lane arterial from 32nd Street in Oakland to Hollis Street in Emeryville; extension replaces 32nd Street on ramp and off ramp. Phase 1 (32nd Street to Horton Street) is under construction. |
| 98153 | Reconstruct MacArthur Boulevard on ramp to restore access to eastbound I-80 and westbound I-580 | \$17.0 | |
| 98188 | San Pablo Avenue Smart Corridor (Phase 2) | \$4.4 | |

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| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|----------------------------|--|--------------------------------|--|
| | | In millions of 2001 dollars | |
| EASTSHORE – SOUTH | | | |
| 21431 | Regional Express Bus Program: I-880/Hayward BART Station to Silicon Valley | \$4.8 | 2000 Traffic Congestion Relief Program project |
| 21451 | East 14th Street/Hesperian Boulevard/150th Street channelization improvements | \$1.0 | 2000 Measure B sales tax project |
| 21452 | Downtown Oakland streetscape improvements (Broadway, 14th Street and Telegraph Avenue) | \$5.8 | 2000 Measure B sales tax project |
| 21453 | Fruitvale BART Station transit village | \$12.9 | 2000 Measure B sales tax project |
| 21454 | Hesperian Boulevard/Lewelling Boulevard channelization improvements | \$1.2 | 2000 Measure B sales tax project |
| 21462 | Local street improvements in Newark | \$1.4 | 2000 Measure B sales tax project |
| 21463 | Local street improvements in Oakland | \$4.6 | 2000 Measure B sales tax project |
| 21466 | Washington Avenue/Beatrice Street interchange improvements | \$1.3 | 2000 Measure B sales tax project |
| 21467 | New arterial along eastern edge of Westgate Shopping Center between Davis Street and Williams Street | \$10.0 | 2000 Measure B sales tax project |
| 94017 | Port of Oakland Joint Intermodal Terminal | \$28.9 | Improves ship to rail freight container transfers and reduces truck traffic on I-80 |
| 94020 | Seismic retrofit of Webster and Posey tunnels between the cities of Alameda and Oakland, Stage I: seismic retrofit inside tubes (under construction); Stage II: seismic retrofit outside tubes to strengthen surrounding soils | \$26.0 | Funded by the State Highway Operation and Protection Program |
| 94504 | Oakland Airport: construct 4-lane cross-airport roadway (mostly on Port of Oakland property) | \$114.7 | 1986 Measure B sales tax project |
| 94506 | Route 84 upgrade to expressway between Route 238 and I-880 in Fremont | \$118.2 | 1986 Measure B sales tax project |
| 94507 | Route 238 (Hayward Bypass) 4-lane expressway: I-580 to Harder (Stage 1 only) | \$148.3 | 1986 Measure B sales tax project; project is currently under court and Caltrans review |
| 94508 | Mission Boulevard safety and operational improvements from Industrial Parkway to Route 84 | \$55.8 | 1986 Measure B sales tax project |
| 94512 | I-880/Dixon Landing Road interchange improvements and overcrossing in Fremont | \$75.5 | |
| 94524 | Amtrak Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland) | \$66.0 | Effective October 2001 |
| FREMONT-SOUTH BAY | | | |
| 21480 | Route 84/Ardenwood Boulevard westbound offramp intersection improvements | \$0.6 | 100% locally funded |
| 21481 | Extend Cushing Parkway from Automall Parkway/Boyce Road to Cushing Parkway/Fremont Boulevard/I-880 | \$11.7 | 100% locally funded |
| 21482 | Extend Fremont Boulevard to connect to I-880/Dixon Landing Road | \$4.5 | 100% locally funded |
| 21483 | Widen Stevenson Boulevard from 4 lanes to 6 lanes from I-880 to Blacow Road | \$1.0 | 100% locally funded |
| 21484 | Widen Kato Road from Warren Avenue to Milmont Drive | \$3.0 | 100% locally funded |
| 21485 | Widen Stevenson Boulevard from 2 lanes to 4 lanes from Gallaudet Drive to Mission Boulevard | \$3.4 | 100% locally funded |

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| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|---|---|--------------------------------|--|
| | | In millions of 2001 dollars | |
| FREMONT-SOUTH BAY (continued) | | | |
| 21486 | Paseo Padre Parkway/Peralta Boulevard (Route 84) intersection improvements | \$0.5 | 100% locally funded |
| 21487 | Widen Mowry Avenue from Mission Boulevard to Peralta Boulevard | \$0.5 | 100% locally funded |
| 21488 | Warren Avenue/Warm Springs Boulevard intersection improvements | \$0.5 | 100% locally funded |
| 94030 | Reconstruct I-880/Route 262 interchange and widen I-880 from Route 262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes) | \$110.5 | |
| SUNOL GATEWAY | | | |
| 21437 | Regional Express Bus Program: I-680 to Pleasant Hill BART Station | \$0.4 | 2000 Traffic Congestion Relief Program project |
| 21438 | Regional Express Bus Program: Tri-Valley to Sun Microsystems | \$1.2 | 2000 Traffic Congestion Relief Program project |
| 21458 | I-680/I-880 cross connector (study only) | \$2.3 | 2000 Measure B sales tax project |
| 21460 | Iron Horse bicycle, pedestrian and transit route | \$5.8 | 2000 Measure B sales tax project |
| 21469 | I-680/West Las Positas crossing improvements | \$29.4 | 100% locally funded |
| 21470 | I-680/Sunol Boulevard ramp improvements, includes signal improvements and widening under existing structure | \$0.9 | 100% locally funded |
| 21471 | I-680/Stoneridge Drive interchange improvements | \$7.5 | 100% locally funded |
| 21472 | I-680/Bernal Avenue interchange improvements | \$17.5 | 100% locally funded |
| 94501 | I-580/I-680 interchange: construct connector southbound I-680 to eastbound I-580, including new ramps | \$115.8 | 1986 Measure B sales tax project; under construction |
| 98141 | I-680 Sunol Grade southbound and northbound HOV lanes, ramp metering and auxiliary lane from Route 84 to Route 237 (possible value pricing project) | \$125.0 | Companion to Santa Clara County project #98140 |
| TRANSBAY: SAN MATEO-HAYWARD AND DUMBATON BRIDGES | | | |
| 21433 | Regional Express Bus Program: Fremont BART Station to Stanford University | \$2.2 | 2000 Traffic Congestion Relief Program project |
| TRI-VALLEY | | | |
| 21100 | Vasco Road/I-580 interchange improvements | \$40.8 | |
| 21455 | Widen I-238 from 4 lanes to 6 lanes between I-580 and I-880, includes auxiliary lanes on I-880 south of I-238 | \$75.6 | 2000 Measure B sales tax project |
| 21456 | I-580 eastbound auxiliary lane between Santa Rita Road interchange and new Isabel Avenue/Route 84/I-580 interchange | \$21.3 | 2000 Measure B sales tax project |

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| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|----------------------------|--|--------------------------------|---|
| | | In millions of 2001 dollars | |
| TRI-VALLEY (continued) | | | |
| 21457 | I-580 interchange improvements at Castro Valley Road, Redwood Road, and Center Street in Castro Valley | \$10.7 | 2000 Measure B sales tax project |
| 21473 | Extend North Canyons Parkway westerly to Dublin Boulevard | \$10.0 | 100% locally funded |
| 21474 | I-580/North Livermore Avenue interchange improvements | \$25.0 | 100% locally funded |
| 21475 | I-580/First Street interchange improvements | \$20.0 | 100% locally funded |
| 21476 | Isabel Avenue/Route 84/I-580 interchange improvements: build second bridge to provide 6 lanes over I-580 | \$25.0 | 100% locally funded |
| 21477 | I-580/Greenville Road interchange improvements | \$20.0 | 100% locally funded |
| 21478 | Extend Las Positas Road between First Street and Vasco Road | \$1.5 | 100% locally funded |
| 21489 | I-580/San Ramon Road/Foothill Road interchange improvements | \$3.9 | 100% locally funded |
| 21490 | I-580/Fallon Road/El Charro Road interchange improvements | \$8.4 | 100% locally funded |
| 21492 | Extend Scarlett Drive from Dublin Boulevard to Dougherty Road | \$5.8 | 2000 Measure B sales tax project |
| 21493 | I-580/I-680 Transportation Operations System (TOS) | \$0.6 | |
| 94029 | Altamont Commuter Express (ACE) rail service operating and station/track improvements (four roundtrips daily) | \$11.0 | 2000 Measure B sales tax project |
| 94034 | Route 84 (Isabel Avenue alignment) from Vallecitos Road to I-580 (4-lane roadway) and other improvements through Pigeon Pass | \$54.9 | 1986 Measure B sales tax and 1998 State Transportation Improvement Program (STIP) project; does not include new interchange at Route 84/I-580 |
| 94515 | I-580 connections to Hayward Bypass (Route 238) and interchange improvements: northbound Hayward Bypass to northbound I-580 and northbound Hayward Bypass to westbound I-238 | \$22.6 | |

| RTP REFERENCE NUMBER | TRACK 1 PROJECT / PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|-----------------------------|---|---------------------------|----------------------------------|-------------------------------|--|
| In millions of 2001 dollars | | | | | |
| ALAMEDA COUNTY-WIDE | | | | | |
| 94001 | Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects) | \$24.7 | \$0.0 | \$24.7 | |
| 94002 | Non-MTS streets and roads pavement rehabilitation shortfall (see Committed projects) | \$253.2 | \$0.0 | \$12.7 | Remaining shortfall to be funded in Blueprint |
| 94003 | BART capital replacement program shortfall (see Committed projects – excludes seismic program) | \$196.0 | \$0.0 | \$196.0 | County share based on population |
| 94004 | AC Transit capital program shortfall (see Committed projects) | \$166.0 | \$0.0 | \$166.0 | County share based on service area population |
| 98549 | Transportation for Livable Communities – county program | \$20.3 | \$0.0 | \$20.3 | County share of regional program for community development projects linked to transportation |
| 98558 | Surface Transportation Program planning funds for the county | \$9.7 | \$0.0 | \$9.7 | |
| 21145 | Corridor Management Program: signal interconnect, transit priority, SMART corridors, and other improvements | \$47.0 | \$0.0 | \$47.0 | |
| 21137* | Bus acquisition for transbay, express, subscription or local service | \$17.0 | \$0.0 | \$17.0 | Additional bus acquisition to be funded in Blueprint |
| 21146 | Express bus program (capital costs) | \$5.2 | \$0.0 | \$5.2 | Operating subsidy funded through 2000 Measure B sales tax |
| 21147 | Ferry capital expansion and terminal improvements/relocation | \$24.6 | \$14.6 | \$10.0 | |
| 21129* | BART automatic fare collection equipment expansion | \$18.1 | \$0.0 | \$18.1 | Additional improvements to be funded in Blueprint |
| 21141* | Downtown Oakland intermodal transit center, focuses on streetscape improvements on Broadway | \$11.2 | \$8.2 | \$3.0 | |
| 21135* | Major corridor enhancements in northern Alameda County | \$3.0 | \$0.0 | \$3.0 | Additional enhancements to be funded in Blueprint |
| 21128 | Pedestrian maintenance and safety improvements in northern Alameda County | \$4.0 | \$0.0 | \$4.0 | Additional improvements to be funded in Blueprint |
| 21148 | Bicycle and pedestrian overcrossing access improvements in northern Alameda County | \$1.0 | \$0.2 | \$0.8 | |
| 98208 | Soundwalls | \$10.0 | \$0.0 | \$10.0 | |
| DELTA | | | | | |
| 21139* | Vasco Road safety improvements (Alameda County portion only) | \$13.9 | \$12.5 | \$1.4 | 2000 Traffic Congestion Relief Program project |

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* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

| RTP REFERENCE NUMBER | TRACK 1 PROJECT / PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|-----------------------------|---|---------------------------|----------------------------------|-------------------------------|--|
| In millions of 2001 dollars | | | | | |
| EASTSHORE – NORTH | | | | | |
| 21119* | Extend Mandela Parkway (involves widening existing Yerba Buena Avenue from Horton Street to Hollis Street, and includes channelization and traffic signal improvements) | \$2.8 | \$0.0 | \$2.8 | |
| 21134* | Rapid Bus Transit (RBT) in San Pablo Avenue corridor | \$5.5 | \$0.0 | \$5.5 | Final Track 1 status TBD by Regional Transit Expansion Policy (RTEP) |
| 21142* | Intermodal transit improvements at the Emeryville Amtrak Station (includes parking garage) | \$7.6 | \$4.6 | \$3.0 | Remaining phases to be funded in Blueprint |
| 21143 | I-80/Ashby-Shellmound interchange modifications, involves construction of two roundabouts and a separate bike-pedestrian overcrossing | \$8.0 | \$0.0 | \$8.0 | Remaining phases to be funded in Blueprint |
| 21144* | I-80/Gilman Avenue interchange improvements (includes roundabouts) | \$1.5 | \$0.0 | \$1.5 | |
| EASTSHORE – SOUTH | | | | | |
| 21101* | Extend Tinker Avenue from Main Street to Webster Street/Constitution Way and construct College of Alameda Transit Center | \$17.0 | \$13.0 | \$4.0 | |
| 21103* | Construct Central Avenue 4-lane overpass at Union Pacific Railroad (environmental and design phases only) | \$0.6 | \$0.0 | \$0.6 | |
| 21107 | 42nd Avenue/High Street access improvements to I-880 in Oakland, includes widening and realignment of local streets, connector roads, and ramps near interchange | \$12.6 | \$1.1 | \$11.5 | |
| 21110* | Route 260 to I-880 connection improvements between Alameda and Oakland | \$2.0 | \$0.3 | \$1.7 | |
| 21111* | Capital Corridor mitigation for track work at Jack London Square | \$25.0 | \$10.0 | \$15.0 | Assumes \$15 million in state ITIP funding |
| 21117* | Realign Langley Street (access point for Oakland International Airport North Field, includes reconstruction of Route 61 (Doolittle Drive) and new traffic signal at Route 61/Langley Street | \$2.5 | \$1.5 | \$1.0 | |
| 21118* | MacArthur BART Station intermodal transit village (includes replacement parking) | \$100.0 | \$75.0 | \$25.0 | Assumes \$10 million in state ITIP funding |
| 21120* | Widen Marina Boulevard from Alvarado Boulevard to San Leandro Boulevard | \$1.6 | \$0.0 | \$1.6 | |
| 21121* | Widen Thornton Avenue from 2 lanes to 4 lanes between Gateway Boulevard and Hickory Street | \$4.0 | \$2.0 | \$2.0 | |
| 21122* | Widen and reconstruct Route 262/ Warren Avenue/ I-880 interchange and East Warren Avenue/UPRR grade separation | \$160.8 | \$120.8 | \$40.0 | Assumes \$20 million in state ITIP funding |
| 21124* | Widen Union City Boulevard from 4 lanes to 6 lanes from Paseo Padre in Fremont to Industrial Parkway in Hayward | \$10.0 | \$8.0 | \$2.0 | |
| 21131* | BART-Oakland International Airport connector | \$232.0 | \$113.3 | \$83.0 | Final Track 1 status TBD by RTEP |
| 21136* | Rapid Bus Transit (RBT) in Oakland/Berkeley/San Leandro corridor (Stage 1) | \$128.5 | \$23.2 | \$17.0 | Final Track 1 status TBD by RTEP |
| 21138* | San Leandro BART Station transit village (Phase 1); includes parking structure, kiss-and-ride and bus improvements | \$10.9 | \$0.0 | \$10.9 | Remaining phases to be funded in Blueprint |

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| RTP REFERENCE NUMBER | TRACK 1 PROJECT / PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|--|---|---------------------------|----------------------------------|-------------------------------|---|
| In millions of 2001 dollars | | | | | |
| EASTSHORE – SOUTH (continued) | | | | | |
| 21140 | Westbound I-580 to new Route 238 (Hayward Bypass) connection | \$8.8 | \$0.0 | \$8.8 | |
| 21495 | Joint Intermodal Terminal – Port of Oakland access improvements (Phase 1) | \$42.0 | \$12.0 | \$30.0 | Assumes \$30 million in state ITIP funding |
| 94032 | Route 238 (Hayward Bypass): 4-lane expressway from Harder to Industrial Parkway (Stages 2 and 3) | \$76.6 | \$0.0 | \$76.6 | Stage 1 is fully funded as a 1986 Measure B sales tax project; however, project is currently under court and Caltrans review. |
| 98207* | I-880/Broadway-Jackson interchange improvements (Phase 1) | \$24.5 | \$14.0 | \$10.5 | |
| FREMONT – SOUTH BAY | | | | | |
| 21114* | Rail grade separations at Washington Boulevard/Paseo Padre Parkway at Union Pacific Railroad in Fremont | \$59.5 | \$52.0 | \$7.5 | |
| 21123* | Union City Intermodal Station (Phase 2), includes 19 bus bays and a kiss and ride loop road | \$5.9 | \$3.9 | \$2.0 | Remaining phases to be funded in Blueprint |
| 21125* | Route 84 southbound HOV extension from Newark Boulevard to I-880 | \$4.0 | \$0.0 | \$4.0 | |
| 21126* | Route 84 southbound HOV onramp from Newark Boulevard to existing Route 84 southbound HOV lane | \$3.3 | \$0.0 | \$3.3 | |
| 21132* | BART extension to Warm Springs | \$634.9 | \$377.2 | \$124.7 | Final Track 1 status TBD by RTEP; assumes \$100 million in state ITIP funding |
| 94012* | Union City Intermodal Station access improvements (Phase 1); includes extending 11th Street and constructing at-grade parking and pedestrian grade separation | \$33.9 | \$23.5 | \$10.4 | |
| SUNOL GATEWAY | | | | | |
| 21112* | Crow Canyon safety improvements | \$4.3 | \$0.9 | \$3.4 | Additional improvements to be funded in Blueprint |
| 98139* | ACE station/track improvements in Alameda County, includes parking improvements at Vasco Road and downtown Livermore stations | \$44.1 | \$22.2 | \$37.0 | Assumes \$17 million in state ITIP funding |
| TRANSBAY: SAN MATEO-HAYWARD AND DUMBARTON BRIDGES | | | | | |
| 21149 | Express bus services | \$4.0 | \$0.0 | \$4.0 | |
| 21194* | Dumbarton rail bridge rehabilitation (Alameda County share) | \$17.1 | \$17.1 | \$0.0 | Alameda County share funded through 2000 Measure B sales tax; companion to Alameda County project #21194, Santa Clara County project #21792 and San Mateo County project #21618. Status of service across bridge TBD by RTEP. |

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* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

| RTP REFERENCE NUMBER | TRACK 1 PROJECT / PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|-----------------------------|---|---------------------------|----------------------------------|-------------------------------|--|
| In millions of 2001 dollars | | | | | |
| TRI-VALLEY | | | | | |
| 21105* | Isabel Avenue/Route 84/I-580 partial interchange construction (Phase 1) | \$67.2 | \$40.2 | \$27.0 | 2000 Measure B sales tax project |
| 21113* | Widen Dublin Boulevard from 4 lanes to 6 lanes from Village Parkway to Sierra Court | \$4.0 | \$3.0 | \$1.0 | |
| 21116* | Widen I-580 to add an HOV lane in each direction from west of Tassajara Road in Pleasanton to east of Vasco Road in Livermore (initial segment) | \$109.0 | \$33.0 | \$76.0 | Assumes \$60 million in state ITIP funding. Ultimate project includes right of way for BART in median, which is included in Blueprint. |
| 21130* | East Dublin/Pleasanton BART Station transit village, includes construction of parking structure | \$22.0 | \$18.7 | \$3.3 | |
| 21133* | New West Dublin/Pleasanton BART Station | \$43.0 | \$34.2 | \$8.8 | |
| 21151 | LAVTA satellite maintenance/operations facility | \$18.0 | \$14.0 | \$4.0 | |
| 94024 | Auto/truck separation lane at I-580/I-205 interchange | \$60.0 | \$55.0 | \$5.0 | Assumes \$5 million in state ITIP funding |

* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.

² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

CONTRA COSTA COUNTY PROJECTS—COMMITTED FUNDING

Attachment A

| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|---------------------------------|---|--------------------------------|--|
| | | In millions of 2001 dollars | |
| CONTRA COSTA COUNTY-WIDE | | | |
| 94553 | Local streets and roads pavement maintenance (committed revenues shown) | \$515.2 | Shortfall remains (see Track 1) |
| 21855 | Non-pavement maintenance (sidewalks, lighting, drainage, landscaping, etc.) (committed revenues shown) | \$429.3 | Shortfall remains |
| 21864 | Local bridge maintenance (committed revenues shown) | \$92.0 | Shortfall remains |
| 94556 | BART (Contra Costa County share) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART to SFO extension) | \$3,594.8 | Federal, state and local (including transit fares) funds available directly to operator; capital shortfall remains (see Track 1) |
| 94557 | AC Transit (Contra Costa County) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion) | \$655.4 | Federal, state and local (including transit fares) funds available directly to operator; capital shortfalls remain (see Track 1) |
| 94558 | Central Contra Costa Transit Authority (CCCTA) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion) | \$705.7 | Federal, state and local (including transit fares) funds available directly to operator |
| 94559 | WestCAT and Tri Delta – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion) | \$445.9 | Federal, state and local (including transit fares) funds available directly to operator |
| 94561 | Transit service for elderly and disabled riders | \$32.4 | Measure C sales tax project |
| 94562 | Local street maintenance and improvements; carpools, vanpools, and park and ride lots | \$210.9 | Measure C sales tax project |
| 98629 | BART Advanced Automatic Train Control System (county share) | \$12.5 | |
| 94049 | Bicycle and pedestrian projects | \$31.4 | Funds are from Transportation Development Act (TDA) Article 3, Bicycle Transportation Account, local TEA-21 Enhancement funds, and local sales tax funds |
| DELTA | | | |
| 21213 | Pittsburg/Bay Point BART Station parking & lighting improvements (400 new spaces) | \$2.6 | |
| 21214 | Widen Wilbur Avenue from 2 lanes to 4 lanes from Burlington Northern Santa Fe Railroad to Route 160 | \$8.5 | |
| 21215 | Widen Lone Tree Way to 6 lanes from Route 4 Bypass to Fairview Avenue in Brentwood | \$6.0 | |
| 21216 | Extend Laurel Road from Route 4 Bypass to Laurel Road East | \$8.0 | |
| 21440 | Regional Express Bus Program: Brentwood to Pittsburg/Bay Point BART station | \$1.7 | 2000 Traffic Congestion Relief Program project |
| 21445 | Regional Express Bus Program: Route 4/Del Norte BART station to Martinez Intermodal Station | \$1.2 | 2000 Traffic Congestion Relief Program project |
| 94531 | Widen Route 4 to 6 mixed flow lanes and 2 HOV lanes from Bailey Road to Railroad Avenue and restripe from Route 242 to Bailey Avenue for HOV lanes | \$28.0 | Measure C sales tax project; project is under construction and expected to be operational by August 2001 |
| 94538 | Route 4 transportation management system | \$0.7 | |

Continues on next page

CONTRA COSTA COUNTY PROJECTS—COMMITTED FUNDING

Attachment A

| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|---|--|--------------------------------|--|
| | | In millions of 2001 dollars | |
| DELTA | | | |
| 96022 | Route 4 Bypass, Phase 1: construct a 4-lane facility from Route 4 to Lone Tree Way and a 2-lane facility from Lone Tree Way to Walnut Boulevard, upgrade Marsh Creek Road and construct a partial freeway-to-freeway interchange one mile east of Hillcrest Avenue on Route 4 and partial interchange at Lone Tree Way | \$75.0 | Funded through local housing fees |
| 98104 | Route 4/Railroad Avenue interchange improvements and highway widening to west of Loveridge Road (6 mixed flow lanes and 2 HOV lanes) | \$84.0 | |
| 98115 | Widen Ygnacio Valley/Kirker Pass Roads from 4 lanes to 6 lanes from Michigan Boulevard to Cowell Road | \$6.0 | Other funds from the city of Concord |
| 98190 | Widen Route 4 to a 4-lane expressway from I-80 to Cummings Skyway (Phase 1) | \$80.4 | In Phase 2, expressway will be upgraded to full freeway standards (see Contra Costa County project #94050) |
| 98193 | Extend Panoramic Drive from North Concord BART station to Willow Pass Road | \$10.0 | 100% locally funded |
| 98220 | Route 4 Bypass, Segment 1: complete interchanges at Laurel Road and Lone Tree Way | \$10.0 | Funded through East Contra Costa Regional Fee and Financing Authority |
| 98221 | Route 4 Bypass, Segment 2: widen to 4 lanes from Lone Tree Way to Balfour Road | \$12.0 | Funded through East Contra Costa Regional Fee and Financing Authority |
| DIABLO | | | |
| 21434 | Regional Express Bus Program: I-680/Martinez to San Ramon | \$4.9 | 2000 Traffic Congestion Relief Program project |
| 94054 | Martinez Intermodal Terminal Facility (Phases 1 and 2); includes construction of a new passenger rail station, bus facilities and parking | \$31.3 | |
| 94532 | Gateway Lamorinda traffic program | \$14.8 | Measure C sales tax project |
| 98127 | I-680/Alcosta Boulevard interchange improvements | \$11.8 | Other funds from the South County and Tri-Valley transportation development fees |
| 98132 | Widen and extend Bollinger Canyon Road (6 lanes) from Alcosta Boulevard to Dougherty Road | \$4.4 | Other funds from developer fees |
| 98134 | Widen Dougherty Road to 6 lanes from Red Willow to Contra Costa County line | \$45.0 | |
| 98135 | Construct Windermere Parkway: 4 lanes from Bollinger Canyon Road extension to East Branch | \$14.0 | Fully funded through developer fees |
| 98136 | Construct East Branch: 4 lanes from Bollinger Canyon Road extension to Camino Tassajara | \$14.0 | Fully funded through developer fees |
| EASTSHORE-NORTH | | | |
| 21430 | Regional Express Bus Program: I-80/Richmond Transbay | \$2.8 | 2000 Traffic Congestion Relief Program project |
| 94555 | Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento, and 7 round trips daily between San Jose and Oakland) | \$66.0 | Effective October 2001 |
| TRANSBAY: RICHMOND-SAN RAFAEL BRIDGE | | | |
| 21432 | Regional Express Bus Program: I-80/Richmond Transbay | \$5.2 | 2000 Traffic Congestion Relief Program project |

| RTP REFERENCE NUMBER | TRACK 1 PROJECT / PROGRAM [†] | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|---------------------------------|---|---------------------------|----------------------------------|-------------------------------|--|
| In millions of 2001 dollars | | | | | |
| CONTRA COSTA COUNTY-WIDE | | | | | |
| 94036 | Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see committed projects) | \$15.6 | \$0.0 | \$15.6 | |
| 94037 | Non-MTS streets and roads pavement rehabilitation of shortfall (see Committed projects) | \$150.4 | \$0.0 | \$7.5 | Remaining shortfall to be funded in Blueprint |
| 94038 | AC Transit capital program shortfall (see Committed projects) | \$23.0 | \$0.0 | \$23.0 | County share based on service area and population |
| 94040 | BART capital program shortfall (see Committed projects – excludes seismic program) | \$126.0 | \$0.0 | \$126.0 | County share based on population |
| 98550 | Transportation for Livable Communities – county program | \$14.0 | \$0.0 | \$14.0 | County share of regional program for community development projects linked to transportation |
| 98559 | Surface Transportation Program (STP) planning funds for the county | \$6.7 | \$0.0 | \$6.7 | |
| 21201 | BART system operations and capacity improvements (Eastshore-North, Diablo and Delta corridors) | \$17.0 | \$0.0 | \$17.0 | |
| 21203* | Express bus acquisition for commuter bus service | \$6.0 | \$0.0 | \$6.0 | |
| 21204 | Ancillary park and ride, transit access, express bus enhancements – capital facilities | \$6.0 | \$0.0 | \$6.0 | |
| 21202 | Bicycle and pedestrian projects | \$20.0 | \$0.0 | \$20.0 | |
| DELTA | | | | | |
| 21211 | Commuter transit (rail and/or bus) capital needs for East County, includes transit vehicle acquisition, right-of-way acquisition, and/or track renovation | \$95.0 | \$75.0 | \$20.0 | Operating funding TBD by Regional Transit Expansion Policy |
| 21212* | Widen eastbound Hillcrest Avenue off ramp from 1 lane to 2 lanes and add a Route 4 eastbound auxiliary lane in Antioch | \$2.2 | \$0.0 | \$2.2 | |
| 94046 | Non-capacity increasing improvements to interchanges and parallel arterials | \$8.0 | \$0.0 | \$8.0 | |
| 94050 | Upgrade Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2) | \$40.0 | \$0.0 | \$40.0 | See Contra Costa County project #98190 for Phase 1 |
| 98142* | Widen Route 4 from 4 lanes to 8 lanes from Loveridge Road to Somersville Road with HOV lanes | \$70.0 | \$40.0 | \$30.0 | |
| 98999* | Widen Route 4 from 4 lanes to 6 lanes from Somersville Road to Route 160 with reversible HOV lane in median (interim project) | \$130.0 | \$65.0 | \$65.0 | |
| 98222 | Route 4 Bypass, Segment 1: Route 160 freeway-to-freeway connectors to and from the north | \$12.0 | \$6.0 | \$6.0 | |
| 98198* | Vasco Road safety improvements (includes Alameda County portion) | \$13.0 | \$10.5 | \$2.5 | Scope to be determined by study to be conducted by Contra Costa Transportation Authority and Alameda County Congestion Management Agency |

Continues on next page

* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

[†] Contra Costa Transportation Authority has agreed to dedicate local air district funds for its share of the Regional Ridesharing Program.¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

| RTP REFERENCE NUMBER | TRACK 1 PROJECT / PROGRAM [†] | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|-----------------------------|---|---------------------------|----------------------------------|-------------------------------|---|
| In millions of 2001 dollars | | | | | |
| DIABLO | | | | | |
| 21205* | I-680/Route 4 interchange freeway-to-freeway direct connectors (Phases 1 and 2): eastbound Route 4 to southbound I-680, and northbound I-680 to westbound Route 4 | \$50.0 | \$5.0 | \$45.0 | |
| 21206 | Caldecott Tunnel fourth bore | \$185.0 | \$36.0 | \$149.0 | Assumes \$129 million in state ITIP funding |
| 21207* | Martinez Intermodal Terminal Facility (Phase 3 initial segment): 200 interim parking spaces (includes site acquisition, demolition and construction) | \$6.0 | \$0.0 | \$6.0 | Phases 1 and 2 are fully funded; assumes \$4 million in State ITIP funding; remaining phases (ferry facilities, auto/pedestrian bridges) in Blueprint |
| 94051* | I-680 auxiliary lane from Bollinger Canyon Road to Diablo Road in San Ramon and Danville | \$47.5 | \$22.4 | \$25.1 | Measure C sales tax project (partial funding); Phase 1 (Diablo Road to Sycamore Valley Road) funded in State Transportation Improvement Program |
| 94052* | I-680 HOV lanes from Marina Vista interchange to North Main Street (southbound) and from SR 242 northbound to the Marina Vista interchange | \$54.5 | \$45.2 | \$9.3 | Measure C sales tax project |
| 98126 | Non-capacity increasing improvements to interchanges and parallel arterials | \$8.0 | \$0.0 | \$8.0 | |
| 98130* | Widen Alhambra Avenue from Route 4 to McAlvey Drive (Phases 2 and 3) | \$12.8 | \$0.0 | \$12.8 | |
| 98133* | Widen Pacheco Boulevard from 2 lanes to 4 lanes from Blum Road to Arthur Road | \$8.3 | \$2.8 | \$5.5 | Other funds from TOSCO refinery to mitigate closure of Solano Way |
| 98194* | Extend Commerce Avenue to Willow Pass Road | \$4.7 | \$2.1 | \$2.6 | |
| 98196* | Route 24 eastbound auxiliary lanes from Gateway Boulevard to Brookwood Road/Moraga Way in Orinda | \$6.0 | \$1.5 | \$4.5 | |
| EASTSHORE-NORTH | | | | | |
| 21208* | Richmond Parkway Transit Center (Phase 1): includes signal reconfiguration/timing, new 700–800 space parking facility, and security improvements at Hilltop park-and-ride lot | \$15.0 | \$0.0 | \$15.0 | Assumes \$6 million in state ITIP funding |
| 21209* | Hercules Transit Center relocation and expansion | \$9.0 | \$3.0 | \$6.0 | Assumes \$3 million in state ITIP funding |
| 21210* | Capitol Corridor train station in Hercules | \$9.0 | \$3.0 | \$6.0 | 2000 Traffic Congestion Relief Program project; assumes \$3 million in state ITIP funding |
| 94045* | New express buses for I-80 HOV service (capital costs) | \$16.9 | \$0.0 | \$16.9 | Needs operating funds |
| 94047 | Extend I-80 westbound HOV lane from north of Cummings Skyway to State Route 4 | \$30.0 | \$0.0 | \$30.0 | Assumes \$25 million in state ITIP funding |
| 94048 | Non-capacity increasing improvements to interchanges and parallel arterials | \$10.8 | \$0.0 | \$10.8 | |
| 98157* | AC Transit enhanced bus service in San Pablo Avenue corridor in Contra Costa County: new passenger stations, roadway geometric improvements, information kiosks | \$8.5 | \$0.0 | \$8.5 | Needs operating funds for more frequent service |
| 98197* | Richmond intermodal transfer station (BART to Amtrak/Capitol Corridor) | \$23.6 | \$17.8 | \$5.7 | |

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[†] Contra Costa Transportation Authority has agreed to dedicate local air district funds for its share of the Regional Ridesharing Program.

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² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|----------------------------|--|--------------------------------|--|
| | | In millions of 2001 dollars | |
| MARIN COUNTY-WIDE | | | |
| 98511 | Local streets and roads pavement maintenance (committed revenues shown) | \$75.0 | Shortfall remains (see Track 1) |
| 21856 | Non-pavement maintenance (sidewalks, lighting, drainage, landscaping, etc.) (committed revenues shown) | \$222.8 | Shortfall remains (see Track 1) |
| 21865 | Local bridge maintenance (committed revenues shown) | \$14.6 | Shortfall remains (see Track 1) |
| 94572 | Golden Gate Transit (Marin County share) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion) | \$551.1 | Federal, state and local (including transit fares) available directly to operator; capital shortfall remains (see Track 1) |
| 94063 | Bicycle and pedestrian projects | \$8.1 | Funds are from Transportation Development Act (TDA) Article 3, Bicycle Transportation Account, and local TEA-21 Enhancement funds. |
| GOLDEN GATE | | | |
| 94563 | US 101 HOV lanes from North San Pedro Road to Lucky Drive in San Rafael | \$78.9 | |
| 94566 | US 101/Lucas Valley Road interchange improvements in San Rafael | \$0.5 | 100% locally funded |
| 98182 | Widen Sir Francis Drake Boulevard to standard lane width with bike lane from Redhill Avenue to Olema Road | \$3.0 | |
| 98200 | Northwestern Pacific (SMART) rail station site acquisitions/upgrades | \$0.6 | Funding is from federal earmarks for multi-modal stations; cost identified represents only right-of-way acquisition costs |

| RTP REFERENCE NUMBER | TRACK 1 PROJECT / PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|-----------------------------|---|---------------------------|----------------------------------|-------------------------------|---|
| In millions of 2001 dollars | | | | | |
| MARIN COUNTY-WIDE | | | | | |
| 94055 | Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall | \$11.6 | \$0.0 | \$11.6 | |
| 94056 | Non-MTS streets and roads pavement rehabilitation shortfall (see Committed projects) | \$63.4 | \$0.0 | \$31.9 | Remaining shortfall to be funded in Blueprint |
| 98504 | Local streets and roads non-pavement maintenance shortfall (see Committed projects) | \$129.9 | \$0.0 | \$1.3 | Remaining shortfall to be funded in Blueprint |
| 98525 | Seismic retrofit and upgrade of local bridges and overpasses shortfall | \$3.2 | \$0.0 | \$3.2 | |
| 21301 | Golden Gate Transit capital program shortfall (see Committed projects) | \$85.0 | \$0.0 | \$85.0 | |
| 98551 | Transportation for Livable Communities – county program | \$3.4 | \$0.0 | \$3.4 | County share of regional program for community development projects linked to transportation |
| 98560 | Surface Transportation Program planning funds for the county | \$1.6 | \$0.0 | \$1.6 | |
| 21322 | Travel Demand Management Program | \$2.5 | \$0.0 | \$2.5 | |
| 21302 | Bicycle and pedestrian projects (from Countywide Master Plan) | \$2.4 | \$0.0 | \$2.4 | Additional projects to be funded in Blueprint |
| GOLDEN GATE | | | | | |
| 21303 | Local Marin bus service enhancements (purchase new buses) | \$41.9 | \$10.0 | \$31.9 | Additional enhancements to be funded in Blueprint |
| 21304* | Freeway-to-freeway interchange improvements: includes new bridge West I-580 to South US 101 (design phase only) | \$8.3 | \$0.0 | \$8.3 | Assumes \$5 million in state ITIP funding; remaining phases to be funded in Blueprint |
| 21305* | US 101/Tamalpais interchange improvements | \$0.3 | \$0.0 | \$0.3 | Remaining phases to be funded in Blueprint |
| 21306* | US 101/Lucas Valley Road interchange improvements | \$4.0 | \$3.0 | \$1.0 | Remaining phases to be funded in Blueprint |
| 21307* | US 101/Atherton interchange improvements: signalize Atherton Avenue/Binford Road intersection | \$0.6 | \$0.3 | \$0.3 | Remaining phases to be funded in Blueprint |
| 21308* | Expand Manzanita park-and-ride lot | \$9.6 | \$3.6 | \$6.0 | Assumes \$5 million in state ITIP funding; remaining phases to be funded in Blueprint |
| 98154 | Widen US 101 from 4 lanes to 6 lanes (including 2 HOV lanes) from Route 37 to the Sonoma County line | \$117.4 | \$17.4 | \$100.0 | Assumes \$90 million in state ITIP funding; Marin County share shown; companion to Sonoma County project #98147 |
| 98178* | US 101/Greenbrae interchange improvements (environmental study only) | \$1.8 | \$0.0 | \$1.8 | Remaining phases to be funded in Blueprint |
| 98179* | US 101/TiburonBoulevard interchange improvements: widen southbound offramp | \$1.8 | \$0.8 | \$1.0 | Remaining phases to be funded in Blueprint |
| NORTH BAY EAST-WEST | | | | | |
| 98146 | Route 37 traveler information system | \$0.3 | \$0.0 | \$0.3 | Improvements identified in the North Bay Corridor Study |

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NAPA COUNTY PROJECTS—COMMITTED FUNDING

Attachment A

| RTP REFERENCE NUMBER | PROJECT/PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|----------------------------|--|--------------------------------|---|
| | | In millions of 2001 dollars | |
| NAPA COUNTY-WIDE | | | |
| 94576 | Local streets and roads pavement maintenance (committed revenues shown) | \$116.9 | Shortfall remains (see Track 1) |
| 21857 | Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. – committed revenues shown) | \$137.8 | Shortfall remains |
| 21871 | Local bridge maintenance (committed revenues shown) | \$20.6 | Shortfall remains |
| 94578 | Napa County Transit – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion) | \$211.2 | Federal, state and local (including transit fares) available directly to operator |
| 94067 | Traffic Operations System improvements in Napa Valley | \$0.5 | |
| 94077 | Bicycle and pedestrian projects | \$4.3 | Funds are from Transportation Development Act Article 3, Bicycle Transportation Account, and local TEA-21 Enhancement funds |
| NAPA VALLEY | | | |
| 94070 | Transit Service Center in the city of Napa and operational improvements for existing transit programs | \$2.0 | |
| 94071 | Widen Maxwell Bridge from 2 lanes to 4 lanes on Route 121 over the Napa River in the city of Napa | \$29.0 | |
| 94076 | Trancas intermodal facility in the city of Napa | \$0.8 | Environmental studies underway |
| 94575 | Route 29: Redwood/Trancas Road interchange construction | \$53.0 | |

| RTP REFERENCE NUMBER | TRACK 1 PROJECT / PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|-----------------------------|--|---------------------------|----------------------------------|-------------------------------|--|
| In millions of 2001 dollars | | | | | |
| NAPA COUNTY-WIDE | | | | | |
| 94064 | Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects) | \$8.4 | \$0.0 | \$8.4 | Fully funds |
| 94065 | Non-MTS streets and roads pavement rehabilitation shortfall (see Committed projects) | \$95.8 | \$0.0 | \$18.5 | Remaining shortfall to be funded in Blueprint |
| 98552 | Transportation for Livable Communities - county program | \$2.0 | \$0.0 | \$2.0 | County share of regional program for community development projects linked to transportation |
| 98561 | Surface Transportation Program planning funds for the county | \$1.0 | \$0.0 | \$1.0 | |
| NAPA VALLEY | | | | | |
| 21402 | Napa-to-Fairfield fixed-route transit (capital costs) | \$1.8 | \$0.0 | \$1.8 | Operating funds from existing sources |
| 21403 | Non-capacity increasing operational improvements to MTS and non-MTS streets and roads network in Napa Valley | \$4.5 | \$0.0 | \$4.5 | |
| 94072 | Widen First Street overcrossing on Route 29 from 2 lanes to 4 lanes in the city of Napa | \$3.3 | \$0.0 | \$3.3 | |
| NORTH BAY EAST-WEST | | | | | |
| 21401 | Route 29/12/121 intersection improvements | \$11.0 | \$0.0 | \$11.0 | |
| 94073* | Route 12/29/221 intersection improvements | \$19.9 | \$2.1 | \$17.8 | |
| 94074 | Widen Route 12 from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Jamison Canyon) (Napa County portion of project) | \$41.6 | \$2.8 | \$38.8 | Assumes \$28.8 million in state ITIP funding; companion to Solano County project #94152. |
| 94075* | Route 12/29 grade separation | \$28.4 | \$1.5 | \$26.9 | |

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² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|----------------------------------|---|--------------------------------|--|
| | | In millions of 2001 dollars | |
| SAN FRANCISCO COUNTY-WIDE | | | |
| 94627 | Local streets and roads pavement maintenance (committed revenues shown – includes sales tax revenues from San Francisco County project #94623) | \$198.3 | Shortfall remains (see Track 1) |
| 21858 | Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. – committed revenues shown) | \$151.4 | Shortfall remains |
| 21866 | Local bridge maintenance (committed revenues shown) | \$34.7 | |
| 94635 | BART (San Francisco County share) – Transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART to SFO extension). | \$3,062.2 | Federal, state and local (including transit fares) available directly to operator; capital shortfall remains (see Track 1) |
| 94636 | San Francisco Municipal Railway – Transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion). | \$11,282.9 | Federal, state and local (including transit fares) available directly to operator; capital and operating shortfalls remain (see Track 1) |
| 94621 | US 101 Central Freeway reconstruction due to earthquake damage | \$100.0 | Assumed funding from the State Highway Operation and Protection Program and land parcel sales |
| 94625 | Bernal Heights street system upgrade | \$7.0 | Sales tax project |
| 94632 | Third Street light rail transit extension to Bayview Hunters Point (initial operating segment) | \$530.0 | Under construction |
| 94637 | Expansion of paratransit door-to-door van and taxi service to comply with Americans With Disabilities Act (ADA) | \$61.0 | Sales tax project |
| 94623 | Street resurfacing and reconstruction | \$73.4 | Sales tax project |
| 94624 | Traffic signals and signs | \$67.0 | Sales tax project |
| 98593 | Integrated Traffic Management System | \$7.0 | |
| 94639 | Ridesharing and transit promotion | \$6.0 | Sales tax project |
| 98630 | BART Advanced Automatic Train Control System (county share) | \$8.0 | |
| 94090 | Bicycle and pedestrian projects | \$25.8 | Funds are from Transportation Development Act Article 3, Bicycle Transportation Account, local TEA-21 Enhancement funds, and sales tax funds |
| GOLDEN GATE | | | |
| 98102 | Doyle Drive environmental study | \$10.2 | Funded by federal Section 204 funds |

Continues on next page

SAN FRANCISCO COUNTY PROJECTS—COMMITTED FUNDING

Attachment A

| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|----------------------------|---|--------------------------------|--|
| | | In millions of 2001 dollars | |
| PENINSULA | | | |
| 21537 | Caltrain Express service between San Francisco and San Jose, includes passing tracks and rolling stock (Phase 1) (San Francisco County portion only) | \$42.3 | Fully funded through 2000 Traffic Congestion Relief Program; cost of project divided equally among the three Joint Powers Board counties (San Francisco, San Mateo and Santa Clara). |
| 94634 | Caltrain (San Francisco County share) transit operating and capital improvement program (including replacement, rehabilitation, and system enhancements for rolling stock, equipment, fixed facilities and other capital assets). Station Improvements (e.g. platforms) are included. | \$582.6 | Federal, state and local (including transit fares) available directly to operator; revenues divided equally among the three Joint Powers Board counties; capital shortfall remains (see Track 1) |

| RTP REFERENCE NUMBER | TRACK 1 PROJECT/PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|----------------------------------|---|---------------------------|----------------------------------|-------------------------------|---|
| In millions of 2001 dollars | | | | | |
| SAN FRANCISCO COUNTY-WIDE | | | | | |
| 94078 | Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects) | \$21.9 | \$0.0 | \$21.9 | |
| 21505 | Local bridge repair and seismic work | \$5.0 | \$0.0 | \$5.0 | |
| 94079 | BART capital replacement program shortfall (see Committed projects – excludes seismic program) | \$109.0 | \$0.0 | \$109.0 | County share based on population |
| 94080 | Muni capital replacement program shortfall (see Committed projects) | \$111.0 | \$0.0 | \$111.0 | |
| 98553 | Transportation for Livable Communities – county program | \$9.2 | \$0.0 | \$9.2 | County share of regional program for community development projects linked to transportation |
| 98562 | Surface Transportation Program planning funds for the county | \$4.4 | \$0.0 | \$4.4 | |
| GOLDEN GATE | | | | | |
| 94089* | Doyle Drive replacement (further project development work) | \$48.0 | \$12.0 | \$36.0 | Assumes \$28.0 million in state ITIP funding; remainder in Blueprint |
| PENINSULA | | | | | |
| 21509* | Caltrain electrification from San Francisco to Gilroy (San Francisco County share) | \$108.3 | \$0.0 | \$108.3 | Assumes \$65.3 million in state ITIP funding |
| 94085 | Caltrain capital replacement program shortfall (San Francisco County share) | \$47.9 | \$0.0 | \$47.9 | Cost of project divided equally among the three Joint Powers Board counties |
| SAN FRANCISCO | | | | | |
| 21501 | Bicycle projects and programs | \$5.0 | \$0.0 | \$5.0 | |
| 21502 | Pedestrian projects and programs | \$5.0 | \$0.0 | \$5.0 | |
| 21503 | Traffic calming | \$5.0 | \$0.0 | \$5.0 | |
| 21504 | Traffic signals and signs | \$5.0 | \$0.0 | \$5.0 | |
| 21506* | Integrated Traffic Management System | \$10.0 | \$0.0 | \$10.0 | |
| 21507 | Transit enhancements | \$12.0 | \$0.0 | \$12.0 | |
| 21508 | Bus Rapid Transit Program | \$40.0 | \$0.0 | \$40.0 | |
| 21510* | Third Street Light Rail Transit extension to Chinatown (Central Subway) | \$615.0 | \$140.0 | \$75.0 | Track 1 status TBD by Regional Transit Expansion Policy; 2000 Traffic Congestion Relief Program project |
| 21511* | Hunters Point Shipyard Bridge | \$4.5 | \$4.5 | \$0.0 | Funded through an earmark from the TEA 21 High Priority Program |
| 21544* | Balboa Park BART Station expansion (planning phase only) | \$2.4 | \$0.4 | \$2.0 | Assumes \$2 million in state ITIP funding; 2000 Traffic Congestion Relief Program project |

* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.

² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|------------------------------|---|--------------------------------|--|
| | | In millions of 2001 dollars | |
| SAN MATEO COUNTY-WIDE | | | |
| 94662 | Local streets and roads pavement maintenance (committed revenues shown) | \$359.5 | Shortfall remains (see Track 1) |
| 21859 | Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. – committed revenues shown) | \$350.3 | Shortfall remains |
| 21867 | Local bridge maintenance (committed revenues shown) | \$46.3 | Shortfall remains |
| 94666 | SamTrans – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion). | \$2,755.0 | Federal, state and local (including transit fares) available directly to operator |
| 94667 | SamTrans Americans With Disabilities (ADA) services | \$737.7 | Measure A sales tax project |
| 98631 | BART Advanced Automatic Train Control System (county share) | \$4.2 | |
| 94101 | Bicycle and pedestrian projects | \$27.1 | Funds are from Transportation Development Act Article 3, Bicycle Transportation Account, and local TEA-21 Enhancement funds |
| PENINSULA | | | |
| 21876 | BART (San Mateo County share) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements, equipment, fixed facilities and other capital assets; does not include expansion except BART to SFO extension). | \$1,198.3 | Federal, state and local (including transit fares) available directly to operator; capital shortfall remains (see Track 1) |
| 21439 | Regional Express Bus Program: Route 82/EI Camino Express, Daly City BART Station to Palo Alto | \$4.9 | 2000 Traffic Congestion Relief Program project |
| 21605 | US 101/Oyster Point Boulevard interchange improvements (Phases 2 and 3) | \$40.0 | |
| 21609 | I-280/I-380 local access improvements | \$5.0 | |
| 21617 | Caltrain Express service between San Francisco and San Jose; includes passing tracks and rolling stock (Phase 1) | \$42.3 | Fully funded through 2000 Traffic Congestion Relief Program; cost of project divided equally among the three Joint Powers Board counties (San Francisco, San Mateo and Santa Clara). |
| 21622 | Caltrain local station improvements | \$63.2 | |
| 21626 | Caltrain grade separations (to be determined) | \$113.0 | |
| 94100 | US 101 auxiliary lanes from Marsh Road to Route 92 | \$59.9 | Measure A sales tax project |
| 94105 | BART to San Francisco International Airport (SFO) extension | \$1,482.4 | Project is under construction. |
| 94643 | Widen Route 92 between Route 1 and Half Moon Bay city limits | \$16.6 | Includes adding eastbound and westbound lanes. |
| 94644 | Route 92 westbound slow vehicle lane between Route 35 and I-280 | \$32.0 | |
| 94656 | Upgrade Route 1 (Devil's Slide Tunnel) | \$150.0 | To be funded through federal Emergency Relief funds. |
| 94664 | Caltrain (San Mateo County share) transit operating and capital improvement program (including replacement, rehabilitation, and system enhancements for rolling stock, equipment, fixed facilities and other capital assets). Station Improvements (e.g. platforms) are included. | \$582.6 | Federal, state and local (including transit fares) available directly to operator; revenues divided equally among the three Joint Powers Board counties; capital shortfall remains (see Track 1) |
| 98204 | Construct Route 1 northbound lane from Fassler Avenue to Westport Drive in Pacifica | \$6.5 | |

| RTP REFERENCE NUMBER | TRACK 1 PROJECT / PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|--|--|---------------------------|----------------------------------|-------------------------------|--|
| In millions of 2001 dollars | | | | | |
| SAN MATEO COUNTY-WIDE | | | | | |
| 94093 | Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects) | \$8.8 | \$0.0 | \$8.8 | |
| 98501 | Non-MTS streets and roads pavement rehabilitation shortfall | \$107.3 | \$0.0 | \$88.0 | Remaining shortfall to be funded in Blueprint |
| 98554 | Transportation for Livable Communities – county program | \$9.1 | \$0.0 | \$9.1 | County share of regional program for community development projects linked to transportation |
| 98563 | Surface Transportation Program planning funds for the county | \$8.8 | \$0.0 | \$8.8 | |
| 21624 | Transit-Oriented Development Incentives Program | \$31.3 | \$0.0 | \$31.3 | |
| PENINSULA | | | | | |
| 21602* | US 101/Broadway interchange reconstruction | \$57.5 | \$15.0 | \$42.5 | |
| 21603* | Widen Route 84 from 4 lanes to 6 lanes from El Camino Real to Broadway; includes US 101 interchange improvements | \$67.0 | \$7.0 | \$60.0 | |
| 21604 | US 101 auxiliary lanes from Sierra Point to San Francisco County line | \$3.3 | \$1.7 | \$1.6 | |
| 21606* | US 101/Willow Road interchange reconstruction | \$24.5 | \$12.5 | \$12.0 | |
| 21607* | US 101/University Avenue interchange reconstruction | \$35.3 | \$3.0 | \$32.3 | |
| 21608* | US 101 auxiliary lanes from Marsh Road to Santa Clara County line | \$32.6 | \$16.6 | \$16.0 | |
| 21610* | US 101 auxiliary lanes from San Bruno Avenue to Grand Avenue | \$12.3 | \$6.3 | \$6.0 | |
| 21627* | Caltrain electrification from San Francisco to Gilroy (San Mateo County share) | \$108.3 | \$108.3 | \$0.0 | Funded through Measure A sales tax |
| 21632 | Route 92 from US 101 to I-280: add westbound passing lane | \$81.6 | \$0.0 | \$81.6 | |
| 98176* | US 101 auxiliary lanes from 3rd Avenue to Millbrae and US 101/Peninsula Avenue interchange reconstruction | \$87.0 | \$60.9 | \$26.1 | Assumes \$15 million in state ITIP funding |
| 98567 | BART capital program shortfall – see Committed projects (excludes seismic program and replacement of rehabilitated A/B cars) | \$42.0 | \$0.0 | \$42.0 | County share based on population |
| 98568 | Caltrain capital replacement program shortfall (San Mateo County share) – see Committed projects | \$48.0 | \$26.0 | \$22.0 | Cost of project divided equally among the three Joint Powers Board counties; local funding commitment from county transportation sales measure consistent with Countywide Plan. |
| TRANSBAY: SAN MATEO-HAYWARD AND DUMBARTON BRIDGES | | | | | |
| 21618* | Dumbarton rail bridge rehabilitation (San Mateo County share) | \$71.9 | \$60.0 | \$11.9 | Assumes \$11.9 million in state ITIP funding; San Mateo share funded through Measure A; companion to Alameda County project #21194 and Santa Clara County project #21792. (Status of service across bridge TBD by Regional Transit Expansion Policy) |

* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.

² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

SANTA CLARA COUNTY PROJECTS—COMMITTED FUNDING

Attachment A

| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|----------------------------|---|--------------------------------|--|
| | | In millions of 2001 dollars | |
| | SANTA CLARA COUNTY-WIDE | | |
| 94609 | Local streets and roads pavement maintenance (committed revenues shown) | \$972.0 | Shortfall remains (see Track 1) |
| 21860 | Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. – committed revenues shown) | \$1,494.5 | Shortfall remains (see Track 1) |
| 21868 | Local bridge maintenance | \$99.1 | Fully funded |
| 94610 | VTA – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets. Does not include system expansion). | \$11,109.8 | Federal, state and local (including transit fares) available directly to operator; surplus remains |
| 94109 | Traffic Operations System (TOS) improvements on Route 237 and I-880 | \$0.3 | |
| 94125 | Bicycle and pedestrian projects | \$75.3 | Funds are from Transportation Development Act Article 3, Bicycle Transportation Account, and local TEA-21 Enhancement funds |
| | FREMONT-SOUTH BAY | | |
| 21444 | Regional Express Bus Program: I-680/Fremont BART Station to Silicon Valley | \$6.0 | 2000 Traffic Congestion Relief Program project |
| 94134 | I-880/Route 237 interchange improvements; includes southbound I-880 to westbound Route 237 and eastbound Route 237 to northbound I-880 (Stages A&B) | \$84.3 | |
| 96017 | Widen I-880 from 4 lanes to 6 lanes from Montague Expressway to US 101 | \$60.4 | 1996 Measure B sales tax project |
| 98138 | Santa Clara County commuter rail to BART connection | \$131.0 | 1996 Measure B sales tax project; project on hold pending outcome of Silicon Valley Rapid Transit Corridor Major Investment Study |
| 98172 | I-880/Route 237 interchange improvements (freeway-to-freeway HOV connector) and eastbound Route 237 to southbound I-880 ramp to Tasman Drive | \$46.0 | 1996 Measure B sales tax project |
| 98209 | Reconstruct I-880/Dixon Landing Road interchange and widen I-880 from 8 to 10 lanes (includes 2 HOV lanes) from Route 237 to the Alameda County line | \$80.0 | |
| | PENINSULA | | |
| 21762 | Caltrain Express service between San Francisco and San Jose, includes passing tracks and rolling stock (Phase 1) (Santa Clara County portion) | \$42.3 | Fully funded through 2000 Traffic Congestion Relief Program; cost of project divided equally among the three Joint Powers Board counties (San Francisco, San Mateo, and Santa Clara) |
| 21768 | Caltrain local station improvements | \$110.0 | |
| 94613 | Caltrain (Santa Clara County portion) transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion). | \$582.6 | Federal, state and local (including transit fares) available directly to operator; revenues divided equally among the three Joint Powers Board counties; capital shortfall remains (see Track 1) |

Continues on next page

SANTA CLARA COUNTY PROJECTS—COMMITTED FUNDING

Attachment A

| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|----------------------------|--|--------------------------------|---|
| | | In millions of 2001 dollars | |
| SILICON VALLEY | | | |
| 20001 | US 101/Bailey Avenue interchange improvements | \$45.0 | Funded through local and state funds |
| 20002 | Route 85 noise mitigation | \$9.3 | 1996 Measure B sales tax project |
| 21721 | Tenth Street (Route 152)/US 101 interchange improvements in Gilroy | \$6.0 | |
| 21729 | Mary Avenue bicycle and pedestrian overcrossing at I-280 | \$3.7 | Feasibility study is underway |
| 21730 | Los Gatos Creek Trail from Lincoln Avenue to San Fernando Street | \$2.0 | |
| 21731 | Los Gatos Creek Trail from San Fernando Street to Santa Clara Street | \$3.0 | |
| 21732 | Stevens Creek Trail, Reach 4 North (Yuba Drive to El Camino Real Underpass to North Meadow) | \$2.7 | |
| 21733 | Uvas Creek Class 1 Trail connection to Gilroy Sports Park (Phases 1 and 2 from Thomas Road Bridge to Gilroy Sports Park) | \$0.5 | |
| 21734 | Extend Los Gatos Creek Trail on east side from Mozart Avenue to San Tomas Expressway | \$0.8 | |
| 21735 | San Tomas Aquino/Saratoga Creek Trail from Route 237 to Santa Clara south city limit | \$0.0 | |
| 21736 | San Tomas Aquino/Saratoga Creek Trail from Tantau to Barnhart | \$0.5 | |
| 21737 | Borregas Avenue bicycle and pedestrian overcrossings at US 101 and Route 237 | \$4.7 | |
| 21738 | West Little Llagas Creek bicycle and pedestrian pathway from Spring Road to Watsonville Road | \$0.0 | |
| 21739 | Union Pacific bicycle and pedestrian overcrossing from Gibraltar Court to Montague Expressway | \$3.0 | |
| 21740 | Bernardo Avenue undercrossing at Caltrain railroad tracks | \$1.3 | |
| 21741 | Bike and pedestrian improvements on Hamilton Avenue from Salmar to Creekside (Route 17) | \$1.5 | |
| 21742 | River Oaks Parkway bike and pedestrian bridge at Guadalupe River | \$1.0 | |
| 21743 | Bicycle improvements on Almaden Expressway between Ironwood Drive and Koch Lane (southbound only) | \$2.0 | |
| 21744 | Santa Clara Caltrain bike and pedestrian overcrossing for Intermodal Transit Center | \$2.0 | |
| 21745 | De Anza Trail | \$2.0 | |
| 21746 | Cox Avenue/Southern Pacific railroad intersection improvements; includes improvements to grade crossings and bicycle paths | \$0.1 | |
| 21747 | California Avenue bicycle and pedestrian undercrossing at Caltrain station | \$5.0 | |
| 21760 | Double track Caltrain between San Jose and Gilroy | \$170.0 | 2000 Measure A sales tax and 2000 Traffic Congestion Relief Program project |
| 21770 | Caltrain extension to Salinas/Monterey (capital funds) | \$36.0 | 2000 TCRP project |
| 21785 | US 101/Blossom Hill Avenue interchange modifications | \$10.0 | 100% locally funded |
| 21786 | US 101/Hellyer Avenue interchange modifications | \$10.0 | 100% locally funded |
| 21787 | Palo Alto Intermodal Transit Center (Phase I) | \$50.0 | |
| 21924 | Extend Vasona LRT from Winchester to Vasona Junction in Los Gatos | \$40.0 | 2000 Measure A sales tax project |

Continues on next page

SANTA CLARA COUNTY PROJECTS—COMMITTED FUNDING

Attachment A

| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|----------------------------|---|--------------------------------|--|
| | | In millions of 2001 dollars | |
| | SILICON VALLEY (continued) | | |
| 21788 | Zero emission vehicles and facilities for VTA bus fleet | \$200.0 | |
| 21790 | Altamont Commuter Express Upgrade | \$46.0 | |
| 21791 | Downtown East Valley: Capitol Expressway to Eastridge Mall light rail transit (LRT) | \$230.0 | 2000 Measure A sales tax project |
| 21794 | Bus Rapid Transit corridor: El Camino Real (Line 22) | \$30.0 | 2000 Measure A sales tax project |
| 21796 | Downtown East Valley: Santa Clara Street and Alum Rock Avenue LRT | \$270.0 | 2000 Measure A sales tax project |
| 21797 | Route 17 bus service improvements | \$2.0 | 2000 Measure A sales tax project |
| 21798 | Downtown East Valley: Bus Rapid Transit (BRT) from Monterey Highway in downtown San Jose to Guadalupe LRT | \$38.0 | 2000 Measure A sales tax project |
| 21830 | Expressway signal synchronization program | \$25.4 | 1996 Measure B sales tax project |
| 21831 | Montague Expressway level-of-service improvements: US 101 to De la Cruz Boulevard HOV lanes | \$3.3 | 1996 Measure B sales tax project (partial funding) |
| 21832 | Central Expressway level-of-service improvements: Bowers Avenue to De la Cruz Boulevard | \$2.9 | 1996 Measure B sales tax project (partial funding) |
| 21833 | Almaden Expressway level-of-service improvements: Blossom Hill Road to Branham Lane | \$2.0 | 1996 Measure B sales tax (partial funding) |
| 21834 | San Tomas Expressway level-of-service improvements at Campbell Avenue | \$1.0 | 1996 Measure B sales tax project |
| 21836 | San Tomas Expressway level-of-service improvements at Hamilton Avenue | \$1.1 | |
| 21837 | Capitol Expressway level-of-service improvements at McLaughlin Avenue | \$0.5 | |
| 21838 | Foothill Expressway level-of-service improvements at various locations | \$2.0 | |
| 21922 | San Jose International Airport connections to Guadalupe LRT | \$200.0 | 2000 Measure A sales tax project |
| 21923 | Bus Rapid Transit corridor: Stevens Creek Boulevard | \$30.0 | 2000 Measure A sales tax project |
| 94112 | Smart Corridor signal synchronization program; includes extending system north and south | \$8.0 | |
| 94117 | Transit centers and park-and-ride lots | \$10.0 | |
| 94124 | Route 87 HOV lanes from Julian Street to I-280 and from I-280 to Route 85 | \$61.8 | 1996 Measure B sales tax project |
| 94135 | Study to re-align Route 152 from Route 156 to US 101 (Santa Clara County portion) | \$7.0 | Funded from state ITIP |
| 94137 | Widen US 101 from 4 lanes to 6 lanes from Metcalf Road in South San Jose to Cochrane Road in Morgan Hill | \$48.0 | 1996 Measure B sales tax project |
| 94587 | Widen Guadalupe Expressway (Route 87) from 4-lane expressway to 6-lane freeway, including 2 HOV lanes from US 101 to Julian Street in downtown San Jose | \$226.0 | |
| 94589 | Complete Routes 85/87 interchange and connector ramps in San Jose | \$51.0 | 1996 Measure B sales tax project |
| 94592 | Route 85/US 101 interchange improvements in Mountain View | \$106.0 | 1996/2000 sales tax project |

Continues on next page

| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|-----------------------------------|---|--------------------------------|---|
| | | In millions of 2001 dollars | |
| SILICON VALLEY (continued) | | | |
| 94617 | Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland) | \$66.0 | Effective October 2001. |
| 96002 | Route 152 safety improvements from Uvas Creek to Route 156 near Gilroy | \$11.0 | |
| 96019 | Tasman Corridor East light rail extension from North First Street to Hostetter Road | \$271.3 | 1996 Measure B sales tax project; assumes availability of operating funds |
| 98103 | Route 17 improvements between Campbell and Los Gatos; includes widening freeway and improving key interchanges between Lark Avenue in Los Gatos and I-280 in San Jose | \$51.0 | 1996 Measure B sales tax project |
| 98118 | Capitol Corridor light rail extension along Capitol Avenue from just south of Hostetter Road to Wilbur Avenue north of Capitol Expressway | \$136.3 | 1996 Measure B sales tax project; assumes availability of operating funds |
| 98119 | Vasona Corridor light rail extension from downtown San Jose to Winchester Boulevard in Campbell | \$283.4 | 1996 Measure B sales tax project |
| 98121 | Increase Caltrain service from San Jose to Gilroy, includes Caltrain corridor facilities and service improvements | \$136.7 | 1996 Measure B sales tax and 2000 Traffic Congestion Relief Program project |
| 98171 | Complete Route 85 and US 101 interchange and connector ramps in South San Jose and widen US 101 to 8 lanes from Bernal Road to Metcalf Road | \$59.0 | 1996 Measure B sales tax project; provides connections from southbound Route 101 to northbound Route 85 |
| 98201 | 100 low-floor light rail vehicles: 50 new vehicles and 50 replacement vehicles | \$270.0 | 1996 Measure B sales tax project; assumes availability of operating funds |
| 98849 | Route 152 safety and operational improvements between US 101 and Route 156 | \$14.2 | 1996 Measure B sales tax project |
| 98864 | County expressway system level-of-service and signal synchronization programs | \$37.2 | 1996 Measure B sales tax project |
| SUNOL GATEWAY | | | |
| 98140 | I-680 Sunol Grade southbound and northbound HOV lanes, ramp metering and auxiliary lane from Route 84 to Route 237 (possible value pricing project) | \$125.0 | Companion to Alameda County project #98141 |
| 98151 | Planning study and preliminary engineering for connector between I-880 and I-680 | \$2.5 | |

| RTP REFERENCE NUMBER | TRACK 1 PROJECT / PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|--------------------------------|---|---------------------------|----------------------------------|-------------------------------|---|
| In millions of 2001 dollars | | | | | |
| SANTA CLARA COUNTY-WIDE | | | | | |
| 94106 | Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects) | \$6.1 | \$0.0 | \$6.1 | |
| 94107 | Non-MTS streets and roads pavement rehabilitation shortfall – fully funded | \$168.3 | \$0.0 | \$168.3 | |
| 98508 | Local streets and roads non-pavement maintenance shortfall | \$268.3 | \$0.0 | \$11.7 | Remaining shortfall to be funded in Blueprint |
| 98555 | Transportation for Livable Communities – county program | \$23.1 | \$0.0 | \$23.1 | County share of regional program for community development projects linked to transportation |
| 98564 | Surface Transportation Program (STP) planning funds for the county | \$11.0 | \$0.0 | \$11.0 | |
| 21755 | VTa Transportation Systems Operations and Management Program | \$40.0 | \$0.0 | \$40.0 | |
| 21750 | VTa Landscape Restoration and Graffiti Removal Program | \$16.0 | \$0.0 | \$16.0 | |
| 21754 | VTa Soundwall Program | \$30.0 | \$0.0 | \$30.0 | |
| 21748 | Santa Clara Countywide Bicycle Program (Tier 2 and beyond) | \$48.0 | \$25.0 | \$23.0 | |
| FREMONT-SOUTH BAY | | | | | |
| 21713 | Route 237 westbound auxiliary lanes between Coyote Creek Bridge and North First Street | \$15.0 | \$0.0 | \$15.0 | |
| 21921* | Silicon Valley Rapid Transit Corridor project (BART, light rail, or commuter rail, to be determined) | \$3,290.0 | \$2,760.0 | \$0.0 | Track 1 status TBD by Regional Transit Expansion Policy; 2000 Traffic Congestion Relief Program project |
| PENINSULA | | | | | |
| 21877 | Caltrain capital replacement program shortfall (Santa Clara County share) – see Committed projects | \$47.9 | \$0.0 | \$47.9 | Cost of project divided equally among the three Joint Powers Board counties; fully funds program |
| 21769* | Caltrain electrification from San Francisco to Gilroy (Santa Clara County share) | \$210.3 | \$210.3 | \$0.0 | Funded through 2000 Measure A sales tax |
| SILICON VALLEY | | | | | |
| 21702 | US 101/Buena Vista Avenue interchange construction | \$30.0 | \$0.0 | \$30.0 | |
| 21703 | I-880/Coleman Avenue interchange improvements | \$60.0 | \$5.0 | \$55.0 | |
| 21706 | US 101/Fourth Street/Zanker Road overcrossing and ramp modifications | \$50.0 | \$0.0 | \$50.0 | |
| 21707 | I-280/I-680 connector to southbound US 101: new grade-separated ramp with Tully Road exit ramp | \$25.0 | \$0.0 | \$25.0 | |
| 21708 | Grade-separate Route 85 northbound to I-280 northbound and I-280 exit to Foothill Expressway ramps | \$40.0 | \$0.0 | \$40.0 | |
| 21712 | Montague Expressway/San Tomas Expressway/US 101/Mission College Boulevard interchange improvements | \$10.0 | \$0.0 | \$10.0 | |
| 21714 | Route 25/Santa Teresa Boulevard/US 101 interchange construction | \$75.0 | \$0.0 | \$75.0 | Assumes \$45 million in state ITIP funding |

Continues on next page

* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

| RTP REFERENCE NUMBER | TRACK 1 PROJECT / PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|--|---|---------------------------|----------------------------------|-------------------------------|--|
| In millions of 2001 dollars | | | | | |
| SILICON VALLEY (Continued) | | | | | |
| 21715 | Route 152 safety improvements between US 101 and Route 156 (westbound Route 152 to westbound Route 156 flyover) | \$10.0 | \$0.0 | \$10.0 | |
| 21716 | Widen Route 237 for HOV lanes between Route 85 and US 101 | \$40.0 | \$0.0 | \$40.0 | |
| 21717 | Upgrade Route 25 to 4-lane expressway standards (Santa Clara County portion of project) | \$50.0 | \$0.0 | \$50.0 | Assumes \$30 million in state ITIP funding |
| 21718 | Widen Route 85 from I-280 to Fremont Avenue | \$15.0 | \$0.0 | \$15.0 | |
| 21719 | I-880/Stevens Creek Boulevard interchange improvements | \$10.0 | \$0.0 | \$10.0 | |
| 21720 | US 101/Tennant Avenue interchange improvements in Morgan Hill | \$10.0 | \$0.0 | \$10.0 | |
| 21722 | Trimble Road/De La Cruz Boulevard/Central Expressway/US 101 interchange improvements | \$25.0 | \$0.0 | \$25.0 | |
| 21723 | US 101/Tully Road interchange modifications | \$35.0 | \$0.0 | \$35.0 | |
| 21724 | Add US 101 auxiliary lane from Route 87 to Montague Expressway | \$50.0 | \$0.0 | \$50.0 | |
| 21727 | Route 87/US 101 ramp connection to Trimble Road interchange | \$28.0 | \$12.0 | \$16.0 | Assume \$16 million in state ITIP funding |
| 21749 | Construct Butterfield Boulevard from San Pedro Road to Watsonville Road | \$21.0 | \$9.0 | \$12.0 | |
| 21753 | Extend Mary Avenue from Almanor Avenue to H Street, including Route 237/US 101 overcrossing in Sunnyvale | \$32.0 | \$12.0 | \$20.0 | |
| 21756 | Widen US 101 from 6 lanes to 8 lanes (HOV lanes) from Metcalf Road to Cochrane Road | \$16.0 | \$16.0 | \$0.0 | |
| 21757* | Route 85/US 101 HOV direct connectors in Mountain View | \$25.0 | \$9.0 | \$16.0 | Assumes \$16 million in state ITIP funding |
| 21840* | San Jose-Santa Clara fourth main track and station upgrades (Phase I) | \$44.0 | \$26.1 | \$17.9 | Assumes \$17.9 million in state ITIP funding |
| 98175* | Widen Montague Expressway from 6 lanes to 8 lanes (adds two mixed flow lanes) from I-680 to US 101 | \$35.0 | \$10.0 | \$25.0 | Allows for use of HOV lanes all day; HOV lanes in the peak periods already exist |
| 98210* | Widen Central Expressway from 6 lanes to 8 lanes (adds two HOV lanes) between Route 237 and De La Cruz Avenue | \$40.0 | \$0.0 | \$40.0 | |
| 98866* | Montague Expressway/Trimble flyover ramp: westbound Montague Expressway to westbound Trimble Road | \$15.0 | \$0.0 | \$15.0 | Non-capacity increasing improvements only; improvements at Trimble Road (flyover) |
| TRANSBAY: SAN MATEO-HAYWARD AND DUMBARTON BRIDGES | | | | | |
| 21792* | Dumbarton rail bridge rehabilitation (Santa Clara County share) | \$40.0 | \$40.0 | \$0.0 | Santa Clara share funded through Measure A; companion to Alameda County project #21194 and San Mateo County project #21618. Status of service across bridge TBD by RTEP. |

* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.

² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

SOLANO COUNTY PROJECTS—COMMITTED FUNDING
Attachment A

| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|----------------------------|---|--------------------------------|---|
| | | In millions of 2001 dollars | |
| SOLANO COUNTY-WIDE | | | |
| 94681 | Local streets and roads pavement maintenance (committed revenues shown) | \$173.8 | Shortfall remains (see Track 1) |
| 21861 | Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. – committed revenues shown) | \$194.8 | Shortfall remains |
| 21869 | Local bridge maintenance (committed revenues shown) | \$0.0 | Shortfall remains |
| 94683 | Vallejo Transit – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include system expansion). | \$414.1 | Federal, state and local (including transit fares) available directly to operator; capital shortfall remains (see Track 1) |
| 94154 | Bicycle and pedestrian projects | \$16.5 | Funds are from Transportation Development Act (TDA) Article 3, Bicycle Transportation Account, local TEA-21 Enhancement funds, and other programmed federal funds |
| DIABLO | | | |
| 21435 | Regional Express Bus Program: I-80 and I-680/Solano County to Walnut Creek BART Station | \$1.4 | 2000 Traffic Congestion Relief Program project |
| 21443 | Regional Express Bus Program: I-680 and I-780/Solano County to Walnut Creek BART Station | \$3.6 | 2000 Traffic Congestion Relief Program project |
| 94150 | I-80/I-680/Route 12 interchange improvements; includes connectors and auxiliary lanes between Green Valley Road and Cordelia truck weigh station (Phase 1) | \$6.0 | Funded in 1998 state ITIP |
| EASTSHORE-NORTH | | | |
| 21441 | Regional Express Bus Program: Vallejo/Transbay | \$0.5 | 2000 Traffic Congestion Relief Program project |
| 21442 | Regional Express Bus Program: I-80/Solano County to Del Norte BART Station | \$2.6 | 2000 Traffic Congestion Relief Program project |
| 94679 | Transit centers and park-and-ride lots | \$11.0 | |
| 94682 | Capitol Corridor intercity rail service (9 round trips daily between Oakland and Sacramento and 7 round trips daily between San Jose and Oakland) | \$66.0 | Effective October 2001 |
| NORTH BAY EAST-WEST | | | |
| 94149 | Route 29/Route 37 interchange improvements in Vallejo | \$65.7 | |
| 94675 | Route 37 from Napa River Bridge to Route 29: upgrade from 2-lane expressway to 4-lane freeway (not including Routes 29/37 interchange), planting, and environmental mitigation | \$58.2 | White Slough project |
| 98217 | Route 12 safety improvements between Suisun City and Rio Vista (reduce bumps and dips in the roadway and extend passing lanes) | \$3.0 | Funded by State Highway Operation and Protection Program |

| RTP REFERENCE NUMBER | TRACK 1 PROJECT / PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|-----------------------------|--|---------------------------|----------------------------------|-------------------------------|--|
| In millions of 2001 dollars | | | | | |
| SOLANO COUNTY-WIDE | | | | | |
| 94138 | Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects) | \$8.9 | \$0.0 | \$8.9 | |
| 94139 | Non-MTS streets and roads pavement maintenance shortfall | \$103.2 | \$0.0 | \$22.6 | Shortfall remains |
| 98509 | Local streets and roads non-pavement maintenance shortfall (see Committed projects) | \$125.7 | \$0.0 | \$1.0 | Shortfall remains |
| 21801 | Vallejo Transit capital replacement program short-fall (see Committed projects) | \$40.0 | \$0.0 | \$40.0 | |
| 98556 | Transportation for Livable Communities – county program | \$6.8 | \$0.0 | \$6.8 | County share of regional program for community development projects linked to transportation |
| 98565 | Surface Transportation Program planning funds for the county | \$3.2 | \$0.0 | \$3.2 | |
| 21809 | Match for improvements to local interchanges and arterials | \$10.0 | \$0.0 | \$10.0 | Additional projects in Blueprint |
| 94153* | Non-capacity increasing safety projects to improve congested intersections, local arterials and highways | \$3.0 | \$0.0 | \$3.0 | Additional projects in Blueprint |
| 98168* | Solano County intercity bus service and transit hubs (capital costs) | \$5.0 | \$0.0 | \$5.0 | Additional projects in Blueprint |
| 98199* | Park-and-ride lots | \$3.0 | \$0.0 | \$3.0 | Additional projects in Blueprint |
| 98212* | Bicycle and pedestrian projects | \$5.0 | \$0.0 | \$5.0 | Additional projects in Blueprint |
| DIABLO | | | | | |
| 21807* | I-80/I-680/Route 12 interchange improvements (Phase 2) | \$173.0 | \$38.0 | \$135.0 | Assumes \$70 million in state ITIP funding |
| 98100* | Additional express bus service on I-680 (capital costs) | \$2.1 | \$0.0 | \$2.1 | Additional buses in Blueprint |
| EASTSHORE-NORTH | | | | | |
| 21817* | Vallejo intermodal ferry terminal (Phase 1) | \$20.0 | \$10.0 | \$10.0 | Remaining phases in Blueprint |
| 21819* | Vallejo ferry maintenance facility | \$5.0 | \$4.6 | \$0.4 | |
| 21820 | Widen I-80 from 6 lanes to 8 lanes part way between Vacaville and Dixon | \$20.5 | \$8.0 | \$12.5 | Unfunded segment in Blueprint |
| 21823* | Operational and safety improvements on Route 12 from Sacramento River to I-80 (Phase 1) | \$34.0 | \$32.0 | \$2.0 | Improvements identified in Route 12 Major Investment Study |
| 94146* | Express bus service on I-80 (capital costs for additional services beyond those in Regional Express Bus Program) | \$3.5 | \$0.0 | \$3.5 | Needs operating funds. |
| 94148* | Construct rail stations and track improvements for Capitol Corridor intercity rail service; potential station sites are Fairfield/Vacaville, Dixon and Benicia | \$10.0 | \$0.0 | \$10.0 | Unfunded elements in Blueprint |
| 94151* | Jepson Parkway (Phase 1): includes I-80/Leisure Town Road interchange improvements | \$95.5 | \$52.5 | \$43.0 | |
| 98167 | I-80 HOV lanes part way between I-680 and I-505 through Fairfield and Vacaville | \$52.4 | \$0.0 | \$52.4 | Assumes \$30 million in state ITIP funding; unfunded segment in Blueprint |

Continues on next page

* Denotes projects that will be completed and operational by 2010 for federal air quality conformity purposes.

¹ **Existing Funding** refers to funds that are committed or are considered to be reasonably available in the short term but which do not in themselves fully cover project costs. This category includes local funding from sales taxes, development impact fees and other sources, as well as already programmed state and federal funds.² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

| RTP REFERENCE NUMBER | TRACK 1 PROJECT / PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|-----------------------------|---|---------------------------|----------------------------------|-------------------------------|---|
| In millions of 2001 dollars | | | | | |
| NORTH BAY EAST-WEST | | | | | |
| 94152 | Widen Route 12 from I-80 in Solano County to Route 29 in Napa County from 2 lanes to 4 lanes (Solano County portion of project) | \$62.4 | \$4.2 | \$58.2 | Assumes \$44.2 million in state ITIP funding; companion to Napa County project #94074 |

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² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

| RTP REFERENCE NUMBER | PROJECT / PROGRAM WITH COMMITTED FUNDING | TOTAL PROJECT COSTS | NOTES |
|----------------------------|---|--------------------------------|---|
| | | In millions of 2001 dollars | |
| SONOMA COUNTY-WIDE | | | |
| 94694 | Local streets and roads pavement maintenance (committed revenues shown) | \$268.0 | Shortfall remains (see Track 1) |
| 21862 | Non-pavement maintenance (sidewalk, lighting, drainage, landscaping, etc. – committed revenues shown) | \$208.5 | Shortfall remains |
| 21870 | Local bridge maintenance (committed revenues shown) | \$26.1 | Shortfall remains |
| 94695 | Sonoma County, Santa Rosa, Petaluma, Healdsburg, and Cloverdale Transit – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets) | \$518.0 | Federal, state and local (including transit fares) available directly to operator |
| 98572 | Golden Gate Transit (Sonoma County share) – transit operating and capital improvement program (including replacement, rehabilitation, and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets; does not include expansion) | \$979.7 | Federal, state and local (including transit fares) available directly to operators; capital shortfall remains (see Track 1) |
| 98213 | Bicycle and pedestrian projects | \$15.7 | Funds are from Transportation Development Act (TDA) Article 3, Bicycle Transportation Account, and local TEA-21 Enhancement funds |
| GOLDEN GATE | | | |
| 21436 | Regional Express Bus Program: US 101/Santa Rosa to San Rafael/ San Francisco | \$2.7 | 2000 Traffic Congestion Relief Program project |
| 94165 | US 101 northbound and southbound HOV lanes from Route 12 to Steele Lane in Santa Rosa; includes interchange modifications at Steele Lane, Mendocino Avenue and College Avenue | \$77.5 | |
| 94167 | Northwestern Pacific (SMART) rail station site acquisitions/upgrades | \$5.0 | Funding is from federal earmarks for multi-modal stations. |
| 94684 | Channelize and widen shoulders of Route 12 from Melita to Kenwood | \$1.0 | |
| 94685 | Route 12/Farmers Lane partial interchange improvements | \$3.3 | |
| 94686 | Widen US 101 between Wilfred Avenue and Route 12 in Santa Rosa (includes 2 HOV lanes) | \$32.5 | |
| 94689 | US 101/Arata Lane interchange improvements in Windsor | \$7.3 | 100% locally funded |
| 96016 | Reconstruct and upgrade Stony Point Road from south of Route 116 to Petaluma city line | \$3.6 | |
| NORTH BAY EAST-WEST | | | |
| 94691 | Route 12/121 traffic signal system and channelization at 8th Street | \$0.4 | |

| RTP REFERENCE NUMBER | TRACK 1 PROJECT/PROGRAM | TOTAL PROJECT COSTS | EXISTING ¹ FUNDING | TRACK 1 ² FUNDS | NOTES |
|-----------------------------|--|---------------------------|----------------------------------|-------------------------------|--|
| In millions of 2001 dollars | | | | | |
| SONOMA COUNTY-WIDE | | | | | |
| 94155 | Metropolitan Transportation System (MTS) streets and roads pavement rehabilitation shortfall (see Committed projects) | \$23.1 | \$0.0 | \$23.1 | |
| 94156 | Non-MTS streets and roads pavement rehabilitation shortfall | \$203.2 | \$0.0 | \$29.7 | Remaining shortfall to be funded in Blueprint |
| 21901 | Golden Gate Transit capital replacement program shortfall | \$150.0 | \$0.0 | \$150.0 | |
| 98557 | Transportation for Livable Communities – county program | \$7.3 | \$0.0 | \$7.3 | County share of regional program for community development projects linked to transportation |
| 98566 | Surface Transportation Program planning funds for the county | \$3.5 | \$0.0 | \$3.5 | |
| 94163 | Bicycle and pedestrian projects in Countywide Transportation Plan | \$26.9 | \$12.0 | \$14.9 | |
| GOLDEN GATE | | | | | |
| 20003 | North Coast Railroad Authority track maintenance and rehabilitation | \$68.0 | \$65.0 | \$3.0 | |
| 98183* | Widen US 101 HOV lanes (adding an HOV lane in each direction) from Steele Lane north to River Road in Windsor; includes River Road interchange improvements | \$43.0 | \$0.0 | \$43.0 | |
| 21902* | Widen US 101 (adding an HOV lane in each direction) from Rohnert Park Expressway north through Wilfred Avenue interchange; includes reconstruction of the Wilfred Avenue interchange and reconfiguring local streets | \$38.4 | \$8.4 | \$30.0 | |
| 21903* | Non-capacity increasing improvements to street and road projects as identified in Sonoma County Transportation Authority Countywide Transportation Plan | \$14.9 | \$0.0 | \$14.9 | |
| 21904* | Widen US 101 (adding HOV lanes in each direction) from Old Redwood Highway in Petaluma north to Rohnert Park Expressway | \$27.0 | \$0.0 | \$27.0 | |
| 98147 | Widen US 101 (adding an HOV lane in each direction) from Marin County line north to Old Redwood Highway in Petaluma | \$117.4 | \$17.4 | \$100.0 | Assumes \$90 million in state ITIP funding; companion to Marin County project #98154. |
| NORTH BAY EAST-WEST | | | | | |
| 98000 | Route 37 traveler information system | \$0.3 | \$0.0 | \$0.3 | Improvements identified in North Bay Corridor Study |
| 98145 | Operational projects on Routes 12/116/121 | \$5.5 | \$0.0 | \$5.5 | Improvements identified in the North Bay Corridor Study |

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² **Track 1 Funds** refers to discretionary state and federal funds anticipated to be available over the long term of the RTP (and not already programmed in "Existing Funding").

**EXISTING TRANSPORTATION CONTROL MEASURES (TCM) —
INCLUDED IN FEDERAL BAY AREA OZONE ATTAINMENT PLAN**

Attachment B

| TCM NUMBER | FEDERAL TRANSPORTATION CONTROL MEASURE (TCM) | IMPLEMENTATION STEPS / STATUS |
|---------------|---|---|
| TCM 1 | Reaffirm commitment to 28% transit ridership increase between 1978 and 1983 (Emission credits assumed in baseline.) | MTC reaffirms measure in 1982 Review of Air Quality Plan. Assess effectiveness of measure in annual reports STATUS: Completed |
| TCM 2 | Support post-1983 improvements identified in transit operators' five year plans and, after consultation with the operators, adopt ridership increase targets for the period 1983 through 1987 | Six major transit operators adopt FY 1983–87 plans by July 1982. MTC consults with operators on ridership targets by Jan. 1983. MTC, through implementation of the TIP and allocation of regional funds, seeks to ensure operators' 5 year plans are implemented. Ridership gains are monitored through annual reports. STATUS: Completed |
| TCM 3 | Seek to expand and improve public transit beyond committed levels | <ul style="list-style-type: none"> • MTC seeks sources of new revenue — ongoing effort. • If funding exists, transit operators implement plans to expand services. STATUS: Completed |
| TCM 4 | Continue to support development of HOV lanes (see also TCM 20) (Emission credit based on specific projects) | MTC will continue to support HOV lanes where justified on a case by case basis. The following projects are ones where HOV treatments are being considered: <ul style="list-style-type: none"> • I-580 from Rte. 24 to Bay Bridge – Environmental Impact Statement (EIS) to be completed Fall 1983, project implementation by 1987 • Rte. 101 in Marin (Stage 2) – Negative Declaration under review, project implementation by 1986 • I-80 – EIS to be completed September 1983, project implementation unknown • Rte. 237 from Lawrence Expressway to Rte. 17 – environmental documentation under review, construction by 1984–85. STATUS: Completed |
| TCM 5 | Support RIDES' efforts (Emission reduction included in baseline) | <ul style="list-style-type: none"> • MTC to reaffirm measure in 1982 Review of Air Quality Plan • Effectiveness of measure assessed in annual RFP reports STATUS: Ongoing |
| TCM 6 | Continue efforts to obtain funding to support long-range transit improvements (No emission reductions taken; implementation assumed beyond 1987; proposed for deletion from SIP) | Assuming federal funding for new rail starts: <ul style="list-style-type: none"> • Guadalupe – engineering design to be completed fall, 1983 • BART – design of North Concord and Warm Springs extensions will begin in FY 1982–83. STATUS: Completed; proposed for deletion |
| TCM 7 | Preferential Parking (Emission reductions assumed in baseline) | MTC reaffirms measure in 1982 Review of Air Quality Plan. Caltrans to open six lots in FY 1982–83, three in FY 1983–84 and eight in FY 1984–85 STATUS: Completed |
| TCM 8 | Shared Use Park And Ride Lots | Continue the ongoing program which will establish 14 new joint-use parking lots per year Schedule is not specified. Emission credits are based on 56 or 1,400 spaces lots opening up between 1983 and 1987. STATUS: Completed |
| TCM 9 | Expand Commute Alternatives | Description: Seeks to involve the private sector by encouraging employers to appoint Commute Coordinators who can disseminate information on commute alternatives STATUS: Completed |

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**TRANSPORTATION CONTROL MEASURES (TCM) —
INCLUDED IN FEDERAL BAY AREA OZONE ATTAINMENT PLAN**

Attachment B

| TCM NUMBER | FEDERAL TRANSPORTATION CONTROL MEASURE (TCM) | IMPLEMENTATION STEPS / STATUS |
|---------------|--|---|
| TCM 10 | Information Program For Local Government | Description: MTC would develop an information manual to alleviate transportation-related problems Conduct outreach/training program during FY 1983-84 STATUS: Completed |
| TCM 11 | Gasoline Conservation Awareness Program (GasCAP) (A carbon monoxide control strategy; no emission credit taken.) | Description: GasCAP was funded by the California Energy Commission, sponsored by Caltrans, and administered by West Valley College. It entailed a training program oriented towards large vehicle fleets to teach proper trip planning, vehicle maintenance, and driving techniques. STATUS: Proposed for deletion from ozone plan but not carbon monoxide plan |
| TCM 12 | Santa Clara Commuter Transportation Program (A downtown San Jose carbon monoxide control strategy) | Program consists of: <ul style="list-style-type: none"> • a ridesharing program • express bus service • park-and-ride lots • upgrading of Southern Pacific train service • HOV lanes. STATUS: Proposed for deletion from ozone plan but not carbon monoxide plan |
| TCM 13 | Increase Bridge Tolls to \$1.00 on all Bridges | Increase bridge tolls on all state-owned bridges to \$1.00 STATUS: Completed |
| TCM 14 | Bay Bridge surcharge of \$1.00 | Increase Bay Bridge toll to \$2.00 to discourage single occupant automobile use and improve transit STATUS: Completed |
| TCM 15 | Increase State Gas Tax by 9¢ | Raise state gasoline tax from 9 cents to 18 cents per gallon STATUS: Completed |
| TCM 16 | Implement MTC Resolution 1876, Revised — New Rail Starts Agreement (BART extension to Colma only) (Proposed for deletion from SIP) | This TCM only takes emission credit for the BART extension to Colma. STATUS: Completed; proposed for deletion |
| TCM 17 | Continue October 1989 Post-Earthquake Transit Services | Ferry Service: preserve new ferry service initiated after the earthquake; this measure only takes emission credit for the Alameda/Oakland and expanded Vallejo ferry service initiated after the 1989 earthquake. BART: continue expanded peak-period service, including extended hours of peak service on four lines and added trains to the peak period STATUS: Completed |
| TCM 18 | Sacramento-Bay Area Amtrak Service | Implement near-term improvements recommended in ACR 132 Rail Study; emission credit is taken for three trains in each direction between Sacramento and the Bay Area. STATUS: Completed |
| TCM 19 | Upgrade Caltrain Peninsula Service | Improve existing service by: <ul style="list-style-type: none"> • Increase service frequency from 52 trains to 66 trains per day • Extend service to Gilroy STATUS: Completed |
| TCM 20 | Regional HOV System Plan | Expand HOV lane system consistent with the MTC HOV Lane Master Plan (95 new lane miles by 1995) STATUS: Completed |

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**TRANSPORTATION CONTROL MEASURES (TCM) —
INCLUDED IN FEDERAL BAY AREA OZONE ATTAINMENT PLAN**

Attachment B

| TCM NUMBER | FEDERAL TRANSPORTATION CONTROL MEASURE (TCM) | IMPLEMENTATION STEPS / STATUS |
|---------------|--|--|
| TCM 21 | Regional Transit Coordination | Emission credits taken for multiple coordination initiatives including fare and service coordination, and reduced fare BART/bus transfers STATUS: Portions ongoing |
| TCM 22 | Expand Regional Transit Connection (RTC) Services | <ul style="list-style-type: none"> Expand ongoing MTC program to provide a regional clearing-house for sale of transit tickets and increased ticket distribution Emission credits are based on additional subsidy of employee transit tickets and increased ticket distribution. STATUS: Completed |
| TCM 23 | Employer Audits | <ul style="list-style-type: none"> TCM intended to identify high visibility companies who can act as “pacesetters” or models for effective employee Commute Alternatives Programs; build networks for employers/other institutions. Review and enhance programs; provide audit reports to document results. STATUS: Completed |
| TCM 24 | Expand Signal Timing Program to New Cities | TCM establishes an MTC program to provide technical assistance to local cities in the form of traffic monitoring, design of signal timing plans and limited hardware improvements. STATUS: Completed |
| TCM 25 | Maintain Existing Signal Timing Programs on Local Streets | MTC will work with local jurisdictions to develop multi-jurisdiction traffic operations/coordination projects along major arterials. STATUS: Ongoing |
| TCM 26 | Incident Management on Bay Area Freeways | TCM addresses the reduction delay through reduction of incidents and accidents on Bay Area freeways. Emission reductions are assumed from Caltrans’ Traffic Operation System for 45-mile Cornerstone Project. STATUS: Completed |
| TCM 27 | Update MTC Guidance on Development of Local Transportation Systems Management (TSM) Programs | TCM addresses the development of guidance to local governments on developing TSM programs and ordinances. Emission reductions are for the combined effects of TCM 27 and 28. STATUS: Completed |
| TCM 28 | Local TSM Initiatives | <p>Measure accounts for effects of local governments in helping encourage and enhance effectiveness of employer-based efforts. Effects due to:</p> <ol style="list-style-type: none"> 1. Improved quality of information on commute alternatives 2. Improved refinement of incentives to better match employee needs 3. Improved marketing campaigns 4. Higher level of market penetration 5. “Bandwagon effects” in which both employers and employees consider <p>commute alternatives because their peers are doing so. Emission reductions are for the combined effects of TCM 27 and 28; also includes MTC preparation of a Model Trip Reduction Ordinance to be used by cities and counties for employer-based trip reduction programs.</p> STATUS: Completed |

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**NEW TRANSPORTATION CONTROL MEASURES (TCM) —
INCLUDED IN 2001 FEDERAL BAY AREA OZONE ATTAINMENT PLAN**

Attachment B

| TCM NUMBER | FEDERAL TRANSPORTATION CONTROL MEASURE (TCM) | IMPLEMENTATION STEPS / STATUS |
|-----------------------|--|--|
| TCM A | Regional Express Bus Program | Program includes purchase of about 90 buses to operate new or enhanced express bus services. MTC wil approve \$40 million in funding to various transit operators for bus acquisition. STATUS: Proposed new commitment in 2001 Plan |
| TCM B | Bicycle/Pedestrian Program | Fund \$15 million in high priority projects in countywide plans consistent with TDA funding availability. STATUS: Proposed new commitment in 2001 Plan |
| TCM C | Transportation for Livable Communities (TLC)/Housing Incentive Program | Provide \$27 million in planning grants, technical assistance and capital grants to help cities and nonprofit agencies link transportation projects with community plans; includes incentives for transit-oriented development near transit. STATUS: Proposed new commitment in 2001 Plan |
| TCM D | Additional Freeway Service Patrol | Operation of 55 lane miles of new roving tow truck patrols beyond routes which exited in 2000. STATUS: Proposed new commitment in 2001 Plan |
| TCM E | Transit Access to Airports | Take credit for emission reductions from air passengers who use BART to SFO, as these reductions ae not included in the Baseline. STATUS: Proposed new commitment in 2001 Plan |
| FS 1 | Particulate Traps for Urban Buses | Accelerate deployment of particulate traps on urban buses. STATUS: Proposed for further study in 2001 Plan |
| FS 2 | Update MTC High Occupancy Vehicle (HOV) Lane Master Plan | Evaluate new concepts for gaining more efficiency out of car-pool lanes on freeways. STATUS: Proposed for further study in 2001 Plan |
| FS 3 | Air Quality Effects of High Speed Freeway Travel | Evaluate speed limits or potential episodic control measure during high ozone days. STATUS: Proposed for further study in 2001 Plan |
| FS 4 | Parking Charge Incentive Program | Review incentives for cities and employers to convert free parking spots to paid spaces. STATUS: Proposed for further study in 2001 Plan |
| FS 5 | Enhanced Housing Incentive/Station Access Program | Seek expanded funding for incentives to encourage more housing near transit and to improve station access options through new programs such as electric station cars. STATUS: Proposed for further study in 2001 Plan |
| FS 6 | Smog Check Program Improvements | Evaluate potential enhancements that would be effective in reducing Volatile Organic Compounds emissions. STATUS: Proposed for further study in 2001 Plan |

**TRANSPORTATION CONTROL MEASURES (TCM) —
TCMs IN STATE CLEAN AIR PLAN**

Attachment B

| TCM NUMBER | STATE TRANSPORTATION CONTROL MEASURE (TCM) | IMPLEMENTATION STEPS / STATUS |
|---------------|--|---|
| TCM 1 | Support Voluntary Employer-Based Trip Reduction Programs | Provide assistance to regional and local ridesharing organizations; advocate legislation to maintain and expand incentives (e.g., tax deductions/credits). Provide assistance to employers, cities, counties: <ul style="list-style-type: none"> • Assistance in developing/enhancing employer programs; recognition of outstanding programs • Information and referral • Employer networks |
| TCM 2 | Adopt Employer-Based Trip Reduction Rule | TCM DELETED - Sec. 40929 does not permit air districts to require mandatory employer-based trip reduction programs. |
| TCM 3 | Improve Areawide Transit Service | Increase local bus service as revenues become available Support transit improvements defined in MTC's Regional Transportation Plan which serve current or planned high density areas with mixed land uses Improve transit access to airports Replace transit buses with clean-fuel buses |
| TCM 4 | Improve Regional Rail Service | Implement light rail on Third Street (Bayshore Corridor) in San Francisco Extend Caltrain to downtown San Francisco Extend Tasman light rail transit (12 miles, 19 stations) BART to San Francisco International Airport Implement light rail on heavily patronized routes in AC Transit's service area Implement light rail expansion in Santa Clara County Implement new commuter services: Santa Rosa to Larkspur, Vacaville to Oakland Implement Fremont - South Bay rail connection |
| TCM 5 | Improve Access to Rail and Ferries | Improve feeder bus service to rail and ferries Improve bicycle and pedestrian facilities at stations and improve access to rail/ferry stations Increase private shuttles from transit stations to employment centers Encourage BART and Caltrain to provide preferential parking for electric vehicles |
| TCM 6 | Improve Inter-regional Rail Service | Implement additional interregional rail service in Capitol (Auburn-Sacramento-Oakland-San Jose) Corridor Implement commuter service between Stockton and San Jose Expand Amtrak's San Joaquin service between Stockton and Oakland Implement new commuter service between Santa Cruz and San Jose Implement new daily service between the Bay Area and Eureka Consider high speed rail between downtown San Francisco and Los Angeles |
| TCM 7 | Improve Ferry Service | Expand ferry service to San Francisco from Vallejo (2 new vessels) and Larkspur (high speed vessel) Implement new service from Port Sonoma to San Francisco Implement new service between San Francisco and Oakland airports |

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**TRANSPORTATION CONTROL MEASURES (TCM) —
TCMs IN STATE CLEAN AIR PLAN**

Attachment B

| TCM NUMBER | STATE TRANSPORTATION CONTROL MEASURE (TCM) | IMPLEMENTATION STEPS / STATUS |
|-----------------------|---|--|
| TCM 8 | Construct Carpool/ Express Bus Lanes on Freeways | <p>Expand existing HOV network, based on HOV Master Plan Update, where beneficial to air quality. Air quality analyses should be performed for each project that include growth inducing effects of new highway capacity. Special attention should be paid to express bus operations to maximize benefits for transit.</p> <p>Implement HOV support facilities—park & ride lots, special HOV ramps that provide direct connections, HOV bypass lanes at ramp meters, express bus service</p> <p>Monitor vehicle occupancy to maintain travel time advantages and stimulate increased transit use and the formation of new carpools</p> <p>Convert general purpose lanes to HOV to provide significant time savings for transit, allow projects to be implemented earlier or avoid entirely the cost and dislocation associated with freeway widenings.</p> |
| TCM 9 | Improve Bicycle Access and Facilities | <p>Improve and expand bicycle lane system by providing bicycle access in plans for all new road construction or modifications</p> <p>Establish and maintain bicycle advisory committees in all nine Bay Area counties</p> <p>Designate a staff person as a Bicycle Program Manager</p> <p>Develop and implement comprehensive bicycle plans</p> <p>Encourage transit operators to accommodate bicycles on transit vehicles, including removal of peak-hour restrictions</p> <p>Encourage Caltrans to accommodate bicycles on all bridges, including the San Francisco - Oakland Bay Bridge</p> <p>Encourage employers and developers to provide bicycle access and facilities (see also TCM 15)</p> <p>Provide bicycle safety education</p> |
| TCM 10 | Youth Transportation | <p>Encourage carpooling among students with access to cars</p> <p>Replace school buses with clean-fuel vehicles</p> <p>Offer transit ride discounts to youth and students</p> <p>Establish special carpool formation services for parents, students and staff at Bay Area elementary and secondary schools</p> |
| TCM 11 | Install Freeway/Arterial Metro Traffic Operations System (MTOS) | <p>Continue and expand Freeway Service Patrol</p> <p>Complete initial 45-mile segment of MTOS (MTOS includes transportation operational strategies, traffic surveillance, traffic advisory signs, incident management, ramp metering), subject to a demonstration of air quality benefits</p> <p>Define and implement traffic operations system to improve the flow of traffic on the regional transportation network</p> |
| TCM 12 | Improve Arterial Traffic Management | <p>Study signal preemption for buses on arterials with high volume of bus traffic</p> <p>Improve arterials for bus operations and to encourage bicycling and walking</p> <p>Continue and expand local signal timing programs, only where air quality benefits can be demonstrated</p> |

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**TRANSPORTATION CONTROL MEASURES (TCM) —
TCMs IN STATE CLEAN AIR PLAN**

Attachment B

| TCM NUMBER | STATE TRANSPORTATION CONTROL MEASURE (TCM) | IMPLEMENTATION STEPS / STATUS |
|---------------|---|--|
| TCM 13 | Transit Use Incentives | <p>Expand Regional Transit Connection (RTC) ticket distribution through employers, and continue "Commuter Check" program for employers to subsidize employee transit passes</p> <p>Construct transit centers identified in AC Transit's Comprehensive Service Plan</p> <p>TransLink® (universal fare card) on AC Transit, BART, Central Contra Costa Transit Authority, Golden Gate Transit, Livermore/Amador Valley Transit Authority and San Francisco MUNI</p> <p>Develop transit incident response plan</p> <p>Provide selective fare reductions: reduced off-peak fares, reduced fares for special events, reduced fares for lines with excess capacity, downtown free fare zones, etc.</p> |
| TCM 14 | Improve Rideshare/Vanpool Services and Incentives | <p>Develop long-term funding plan for Regional Ridesharing Program</p> <p>Implement Traffic Management Programs that promote ridesharing and vanpooling</p> <p>Explore potential demand for medium-distance (20-30 miles) vanpools and develop incentives for this market if demand exists</p> <p>Explore potential demand for real-time ridesharing</p> |
| TCM 15 | Local Clean Air Plans, Policies and Programs | <p>Encourage cities and counties to incorporate air quality beneficial policies and programs into local planning and development activities, with a particular focus on subdivision, zoning and site design measures that reduce the number and length of single-occupant automobile trips</p> <p>Develop subregional planning pilot projects</p> <p>Provide technical assistance to local government agencies</p> <p>Publicize noteworthy examples of local clean air plans, policies and programs, as well as endorse noteworthy development projects</p> |
| TCM 16 | Intermittent Control Measure/Public Education | <p>Encourage public to reduce motor vehicle use and other polluting activities on predicted ozone exceedance days through "Spare the Air" program</p> <p>Continue public education program to inform Bay Area residents about status of regional air quality, health effects of air pollution, sources of pollution and measures that individuals and communities can take to help improve air quality</p> <p>Continue and expand the Bay Area Clean Air Partnership (BayCAP), focusing on voluntary actions by employers to improve air quality</p> |
| TCM 17 | Conduct Demonstration Projects | <p>Promote demonstration projects to develop new strategies to reduce motor vehicle emissions. Potential projects include:</p> <ul style="list-style-type: none"> • Electronic toll collection • Low Emission Vehicle (LEV) fleets • LEV refueling infrastructure |

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**TRANSPORTATION CONTROL MEASURES (TCM) —
TCMs IN STATE CLEAN AIR PLAN**

Attachment B

| TCM NUMBER | STATE TRANSPORTATION CONTROL MEASURE (TCM) | IMPLEMENTATION STEPS / STATUS |
|---------------|--|--|
| TCM 18 | Transportation Pricing Reform | <p>Advocate legislation for authority and develop and promote revenue measures:</p> <ul style="list-style-type: none"> • Congestion pricing on bridges • Parking cash out • Parking charges at rail stations • Regional gas tax of \$0.10 • Regional gas tax of \$0.50 • Regional gas tax of \$2.00 • Smog-based registration fees • New vehicle "feebates" <p>Use revenues to fund transportation alternatives, user incentives and equity programs</p> |
| TCM 19 | Pedestrian Travel | <p>Review/revise general/specific plan policies to promote development patterns that encourage walking and circulation policies that emphasize pedestrian travel and modify zoning ordinances to include pedestrian-friendly design standards</p> <p>Include pedestrian improvements in capital improvements program</p> <p>Designate a staff person as a Pedestrian Program Manager</p> |
| TCM 20 | Promote Traffic Calming Measures | <p>Include traffic calming strategies in the transportation and land use elements of general and specific plans</p> <p>Include traffic calming strategies in capital improvements programs</p> |

MTC is publishing several supplementary reports in conjunction with the Draft 2001 Regional Transportation Plan. These include a Draft Environmental Impact Report, an RTP Project Notebook, and other topic-specific reports listed below. Other, previously released reports that bear on this Draft 2001 RTP are also listed. Each of these reports is available in the MTC-ABAG library. The reports also can be ordered via email at library@mtc.ca.gov, or by contacting the MTC-ABAG Library via fax at (510) 464-7852 or by phone at (510) 464-7836.

Draft Environmental Impact Report for the 2001 RTP

MTC (Available August 2001)

The Draft Environmental Impact Report (DEIR) for the 2001 RTP has been prepared pursuant to the California Environmental Quality Act (CEQA) statutes. As a program EIR document, this EIR presents a region-wide, corridor-by-corridor assessment of potential impacts of the 2001 RTP. It does not evaluate site-specific impacts of individual projects, which will be analyzed in subsequent EIRs performed by project sponsors.

Areas of evaluation include: transportation; air quality; population and housing; land use; energy; geology and seismicity; noise; and biological, water, visual, and cultural resources. The potential impacts that the 2001 RTP would have on these areas and measures to mitigate the potential impacts are identified. A reasonable range of alternatives to the 2001 RTP is considered, and an environmentally superior alternative among the alternatives analyzed is identified.

Regional Transit Expansion Policy: Initial Analysis

MTC (Available August 2001)

The Regional Transit Expansion Policy: Initial Analysis contains a detailed discussion of the Regional Transit Expansion Policy (RTEP) and a preliminary evaluation of candidate projects submitted as of July 2001.

The RTEP and related funding agreements are being developed in parallel with the 2001 RTP. When completed, the RTEP will identify high-priority rail and express bus improvements to serve the region's most congested corridors and will establish funding priorities to advance selected projects.

The RTEP Initial Analysis will be the subject of upcoming public workshops for the draft RTP. Based on further staff evaluation, consultation with project sponsors and public input, the Commission intends to adopt a list of priority projects and develop funding agreements for those projects requesting discretionary federal, state or regional funds for inclusion in the final RTP.

RTP Project Notebook

MTC (Available August 2001)

The purpose of the RTP Project Notebook is to provide additional detailed technical information on proposed RTP investments for professional staff at MTC and its partner agencies, as well as other interested organizations and individuals.

The Project Notebook consists of the following seven sections:

- System Maintenance & Operations;
- Regional Transportation System Management;
- Regional Bicycle Master Plan;
- Lifeline Transit Network;
- Committed Funding Investments by Corridor;
- Track 1 Investments by Corridor; and
- Blueprint Investments by Corridor.

Public Outreach & Involvement Program – Phase 1 Summary Report
MTC (June 2001)

MTC's public outreach for development of the 2001 Regional Transportation Plan included four major components:

- public workshops;
- interactive Web survey;
- telephone polling; and
- media outreach.

The public workshops included walk-around station displays and voting by participants for individual preferences, followed by group discussions of key issues. Translation in Spanish, Chinese, Vietnamese and Lao was made available, and assistance for participants with disabilities was provided at some workshops. A total of 29 workshops were held in locations throughout the Bay Area.

The interactive Web survey gave participants a "virtual tour" of the station displays at the workshop walk-around. The questions were similar and participants could vote as well as provide comments. More than 1,700 computer users participated in the Web survey and registered more than 2,200 comments. The telephone poll conducted by MTC and a survey research firm sampled opinions from 1,600 registered voters.

Environmental Justice Report
MTC (Available September 2001)

MTC will evaluate the 2001 RTP using the adopted Equity Analysis approach. The analysis was developed in collaboration with the Environmental Justice Advisory Group, the Minority Citizen's Advisory Committee and a host of other stakeholder groups. The analysis will "test" the RTP to ensure no disproportionate burden is placed on low-income or minority communities. The Equity Analysis consists of the following:

- a demographic profile of the region and identification of key minority and low-income communities of concern;
- an assessment of access and mobility through the use of a travel demand model;
- a definition of a "lifeline" transit network and the assessment of spatial and temporal gaps in the network for low-income people who depend on transit services;
- an analysis of MTC's proposed distribution of funds in the long range plan from an equity perspective.

Performance Measures Report
MTC (Available September 2001)

MTC has undertaken a new initiative to analyze the performance of the Bay Area transportation system relative to the six RTP goals and with regard to the RTP alternatives examined in the Environmental Impact Report. The initiative reflects a national trend that aims to better understand the benefits of transportation investments on system performance from the customer's perspective. The criteria MTC will use to measure system performance include:

- travel time;
- accessibility to jobs and shopping;
- economic efficiency;
- vehicle emissions (tons per day); and
- person trips during peak periods.

Regional Bicycle Master Plan*MTC (Available September 2001)*

MTC is developing the Regional Bicycle Master Plan in conjunction with each of the nine Bay Area counties and other planning partners to identify and expand a network of bike routes, improve bicycle/transit coordination, enhance bike security and rider safety, and promote bicycling as a viable transportation option.

The regional bike network consists of:

- Bike paths/walking paths on which motor vehicles are prohibited;
- Dedicated bike lanes on streets and roads shared with other vehicles; and
- Use of designated local streets and roads as bike routes.

Bicycle/transit coordination includes:

- Improved access to transit stations;
- On-board transit policies for carrying of bikes on buses, trains and ferries; and
- Bike parking at transit stations and other key locations.

Lifeline Transit Network*MTC (Available September 2001)*

MTC is defining a Regional Lifeline Transit Network that will guide and inform future transportation investments for low-income communities. First proposed through MTC's county-specific welfare-to-work transportation planning projects, the Lifeline Network will be comprised of existing transit routes that serve low-income communities/neighborhoods and other key destinations. The project also will define service gaps by identifying areas with concentrations of low-income persons and/or key destinations that are either not served by existing transit service (a spatial gap) or lack service at specific times of day (a temporal gap).

MTC is developing the Lifeline Network in consultation with a working group comprised of staff from transit operators, county social services agencies, and other stakeholders. Upon completion, MTC will work with the region's transit operators, stakeholders, and potential funding partners to develop implementation and funding plans to address the identified service gaps.

1997 High-Occupancy Vehicle (HOV) Lane Master Plan Update*MTC (November 1997)*

The HOV Master Plan Update evaluates the performance of existing HOV lanes, and makes recommendations for study or implementation of new HOV lanes or other operational strategies in RTP corridors. The plan provides the basis for HOV lane investments that are included in the RTP and defines an HOV lane system that serves proposed regional express services included in MTC's Bay Area Transportation Blueprint for the 21st Century planning effort.

Caltrans' annual HOV Lane Report provides the basis for ongoing evaluation of Bay Area's HOV lane system. In addition, Caltrans, MTC and California Highway Patrol staff regularly convene a Regional HOV Lane Committee to discuss HOV lane operational, safety and enforcement issues.

MTC intends to update the HOV Master Plan in 2002.

Bay Area Transportation Blueprint for the 21st Century

MTC's Bay Area Transportation Blueprint for the 21st Century was a major planning effort undertaken in 1999-2000 to identify, prioritize, and build consensus for future transportation investments in the region beyond those identified in the fiscally constrained 1998 RTP. MTC produced the following reports as part of this effort.

- **Project Notebook**

MTC (October 1999; revised June 2000)

The Project Notebook presents a comprehensive listing of all candidate projects. A fact sheet for each candidate project details the project description, background, proposed operating scenarios, estimated costs, and observations/issues specific to project implementation.

- **Evaluation Report**

MTC (June 2000)

The Evaluation Report assesses the impact of candidate projects on the performance of the regional transportation system. This evaluation is carried out at two levels: evaluation of packages of projects (rail, rapid bus, ferry and roads) and evaluation of individual Blueprint projects, many of which are components of the packages above.

- **Public Outreach Notebook**

MTC (April 2000)

The Public Outreach Notebook compiles the outreach meeting summaries and polling results into one resource document. The outreach effort involved a June 16, 1999 "kick-off" meeting, followed by a series of nine public workshops (one in each county), a regional public opinion telephone poll, and a survey of local elected officials in the Bay Area.

- **Phased Implementation Plan**

MTC (March 2000)

The Phased Implementation Plan distills the \$33 billion worth of unfunded transportation needs in the Bay Area that are identified by the Blueprint into a \$3.8 billion list of priority projects. The Plan reflects a complex mix of modes — rail, rapid bus, high occupancy vehicle (HOV) lane gap closures, highway interchanges and bicycles. The Plan influenced Governor Gray Davis' Traffic Congestion Relief Program (TCRP), unveiled in April 2000. In all, the TCRP sets aside more than \$1.7 billion for the Bay Area.

Regional Airport System Plan

*Regional Airport Planning Committee
September 2000 (by reference)*

The Regional Airport System Plan

(RASP) is prepared by the Regional Airport Planning Committee (RAPC), which is convened by the Association of Bay Area Governments, the San Francisco Bay Conservation and Development Commission, and MTC. The latest update predicts a doubling of air passenger travel by 2020 and a tripling of air cargo volumes. The plan is advisory in nature and was designed to address three major issues:

- the need for additional airport system capacity;
- regional airport system alternatives to provide this capacity;
- significant environmental tradeoffs, to the extent they are known.

The RASP focuses on the region's three commercial airports — Metropolitan Oakland International Airport, San Francisco International Airport, and San Jose International Airport. An update of the general aviation sector will follow later in 2002. Here are some key findings and conclusions contained in the plan.

1. Decisions concerning future runway improvements require choices — choices between expanding runways or tolerating increasing delays in order to avoid filling the Bay.
2. Forecasted growth in demand will exceed the capacity of the airport system in 2020.
3. After examining a range of alternatives to construction of new runways, the analysis did not reveal a strategy for closing the gap between projected demand and available runway capacity in 2020. The Federal Aviation Administration should continue to pursue near-term measures that will help reduce delays.

4. To meet reasonably expected demand and provide more reliable air transportation during good and bad weather, additional runway capacity is needed at San Francisco and Oakland airports. A more comprehensive examination of these improvements should be pursued as the most relevant course of action.
5. Prior to an irreversible commitment to additional runways, all impacts on the Bay resources should be evaluated. RAPC recommends that the process complete the full environmental analysis of new runway options in compliance with existing CEQA/NEPA law without special amendment.
6. RAPC recommends that the plan protect future options by indicating a regional interest in civil aviation use of Travis Air Force Base and Moffett Federal Airfield if these facilities become available in the future. (These facilities are not available now, nor can their future availability be predicted). Also, the plan recognizes that the commercial airports require an effective general aviation reliever airport system for small aircraft.
7. Finally, given the inherent uncertainty when discussing the future, RAPC should continue to monitor changes in the air travel market, air traffic control technology, and laws and regulation that could affect the air transportation strategies and conclusions reached in the current plan.

The *Regional Airport System Plan* is available for review in the MTC-ABAG Library or online at www.mtc.ca.gov/projects/air_plan/RASP_index.htm

San Francisco Bay Area Seaport Plan

*San Francisco Bay Conservation & Development Commission and MTC 1996
(by reference as amended)*

The *San Francisco Bay Area Seaport Plan* is the product of a cooperative planning effort by BCDC and MTC. The plan provides the basis for Bay Area port policies and looks at future seaport needs and suggested improvements.

The Seaport Plan employs land use designations and enforceable policies that BCDC and MTC use in their regulatory and funding decisions. The plan designates areas determined to be necessary for future port-related development as "port priority use areas." The Seaport Plan as amended designates 10 port priority use areas, which include the following five active seaports:

- Oakland
- San Francisco
- Redwood City
- Richmond
- Benicia

Subsequent to its 1996 adoption, the Seaport Plan has been amended to remove the port priority use designation from the following locations:

1. City of Alameda
2. Encinal Terminals (in Alameda)
3. Portion of Oakland Army Base

The plan is available for review in the MTC-ABAG Library and online at www.mtc.ca.gov/publications/RTP/seaport.htm

San Francisco Bay Area Ozone Attainment Plan for the 1-Hour National Ozone Standard

Association of Bay Area Governments, Bay Area Air Quality Management District, MTC (Scheduled for adoption October 2001)

This plan sets out a strategy for the Bay Area to attain the national 1-hour ozone standard. Ozone, or, more commonly, “smog,” is harmful to humans and property. The Bay Area exceeds the standards a few days a year on hot summer afternoons, usually in the inland valleys. (Livermore has the highest ozone levels.)

The Ozone Plan is prepared by the Bay Area Air Quality Management District, Association of Bay Area Governments, and MTC and then submitted for review and approval by the California Air Resources Board and the US Environmental Protection Agency. The new 2001 Ozone Plan will represent the latest set of commitments for stationary, area, and transportation controls measures to ensure the Bay Area attains the national standard by 2006.

The Ozone Plan will also provide a transportation emissions “budget” that will be used to determine the conformity of this RTP and MTC funding programs with air quality objectives. The emissions budget is essentially the sum of all the projected emissions from cars, buses, and trucks in the region for a particular attainment year. The conformity analysis is prepared as a separate report, available for public review, that not only analyzes transportation emissions but tracks the implementation status of all the transportation control measures in the Ozone Plan.

For the latest Ozone Plan, MTC reviewed a range of new transportation control measures, eventually including several new measures and several measures for further study as shown in Attachment B.